

5.1.3 Newspaper Display Notices

Two full-page ads providing details about the availability of the DEIS, the public hearing, comment methods, and transportation to the public hearing were printed in the following general-circulation publications in April and May:

- *Ahwatukee Foothills News*
- *Arizona Informant*
- *The Arizona Republic*
- *East Valley Tribune*
- *La Voz*
- *West Valley View*

Copies of the advertisements are included in Appendix I. A complete listing of print advertising for the DEIS outreach efforts is included in *Section 8. Media Relations*.

In addition, website banner ads were displayed by *The Arizona Republic* (azcentral.com), *West Valley View*, *Ahwatukee Foothills News*, and the *East Valley Tribune* to reach online news audiences.

5.1.4 Radio Advertising

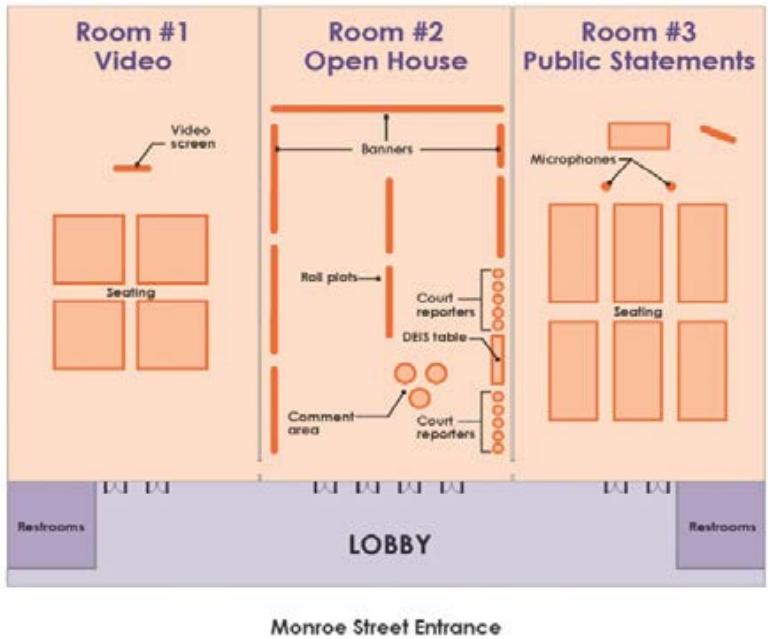
Radio advertising (125 radio spots) provided notification of the public hearing during the key morning and evening commute hours. Ads ran from May 13 to May 21, 2013, and each of the following stations aired the spot 25 times:

- KESZ-FM
- KMXB-FM
- KNIX-FM
- KGME-AM
- KFYI-AM

5.2 Event Organization

The public hearing was organized into three areas: a video room; an open house room to view study banners, maps, the DEIS, and talk with study staff; and a public statements room to provide comments in front of a panel of study team members for up to three minutes. These areas were set up in three adjacent ballrooms of the Convention Center, with a common hallway for easy access between the rooms.

Figure 1. Public Hearing Room Layout



The rooms were fronted by a common lobby area where participants were greeted by study team members and provided an overview of the hearing format, along with *Public Participant Guide* booklets (Appendix J) and comment forms. Signage in the lobby provided information regarding transportation, parking validation and transit vouchers, shuttle bus departure schedules, ground rules, speaker guidelines, and language interpretation services (for Spanish and O'odham). Hearing greeters also wore distinctive blue shirts and “ask me” buttons to help the public identify those individuals who could answer questions related to the format of the hearing.

While sign-in at the public hearing was not mandatory, registering for formal three-minute comments was required. A speaker registration table was established in the lobby for participants to register to provide formal, three-minute verbal comments in front of a panel of study team members.

5.3 Study Video Room

In the first of three adjacent ballrooms, a 22-minute study video looped continuously throughout the day-long public hearing. The narrated video was projected onto a 14-foot screen and broadcast through audio speakers. The study video provided an overview of the NEPA process, described the alternatives analysis and conclusions, outlined the environmental elements studied, and included a six-minute, animated simulation of the completed Loop 202 South Mountain Freeway, as proposed in the DEIS. The video also summarized the public comment opportunities available during the 90-day public comment

period and the next steps in the study process. This video was also available to view on the Online Public Hearing, starting May 21, 2013 (see Section 6).

5.4 Open House Room

In the middle ballroom, study information, maps, resources, and staff were set up in an open house style. Several copies of the DEIS were available for review, numerous staff were available to answer questions, computer stations set up to accommodate online comments, comment forms were provided at tables for written comments, and court reporters were available to record verbal comments (with no time limit on verbal comments).

Sixty-three study banners (Appendix K) summarizing information contained in the DEIS and next steps were displayed in the open house area of the public hearing. The banners were displayed in color-coded groups to correspond with the DEIS chapter each banner group represented, as follows:

- Introduction/Overview
- Chapter 1 - Purpose and Need
- Chapter 2 - Gila River Indian Community (GRIC) Coordination
- Chapter 3 - Alternatives
- Chapter 4 - Social, Natural, Physical, and Cultural Impacts and Mitigation
- Chapter 5 - Section 4f
- Chapter 6 - Comments and Coordination

Maps depicting the Preferred Alternative were available for the public to review in large roll plot format. Study team members were stationed around the maps to help answer questions.

Representatives from the ADOT Right-of-Way Group and ADOT Air and Noise Team were also present at the hearing to help answer questions specific to these areas. ADOT Right-of-Way also provided copies of three handouts: Section 4(f) At a Glance; Acquiring Real Property for Federal and Federal-Aid Programs and Projects; and Your Rights and Benefits as a Displaced Person Under the Federal Relocation Assistance Program. See Appendix L.

5.5 Public Statements Room

In the third ballroom, participants provided verbal testimony for up to three minutes to a panel of study team members. This portion of the hearing was held for the purpose of receiving comments, and was not intended to be a question-and-answer session. The public hearing was the only location that provided a formal three-minute public comment opportunity. All hearing advertising and notification materials emphasized that the public hearing was the only opportunity where three-minute verbal comments could be given in front of the panel. Participants were offered an opportunity to preregister to speak by calling

the hotline between April 26 and May 20, 2013. Participants could also sign up to speak throughout the day of the public hearing. Seven people pre-registered; of those seven, five attended the public hearing and provided public statements. An additional 112 participants signed up on the day of the public hearing and provided their comments. The list of speakers was projected in the public statements room, and the facilitator announced each speaker in the order registered. Court reporters recorded all comments by the 117 participants who spoke.

5.6 Public Hearing Transportation

5.6.1 Shuttle Buses

To optimize the opportunity for public participation and, in particular, participation from identified Title VI populations, ADOT offered free shuttle bus service to and from the public hearing located at the Phoenix Convention Center. Service was provided throughout the day at the following locations and times:

Figure 2. Shuttle Bus Locations



Figure 3. Shuttle Bus Schedule

ROUTE	PICK UP AND DROP OFF LOCATIONS	DEPARTURE TIMES	DEPARTURE TIMES FROM CONVENTION CENTER	ARRIVAL TIMES
1	91st Ave. and Van Buren (bus pullout on northeast corner)	9:30 12:30 4:30	12:15 4:15 7:30	12:30 4:30 7:45
	59th Ave. and I-10 (southeast corner, Liberty Fuel parking lot)	9:35 12:35 4:35		12:25 4:25 7:40
2	Komatke Boys and Girls Club, 5047 W. Pecos Rd.	9:30 12:30 4:30	12:00 4:00 7:30	12:28 4:28 7:58
	Southern Ridge Golf Club, 5740 W. Baseline Rd.	9:40 12:40 4:40		12:18 4:18 7:48
3	Governance Center, 525 W. Gu u Ki, Sacaton	9:30 12:30 4:30	11:45 3:45 7:30	12:28 4:28 8:13
	40th St. and Pecos Rd. Park-and-Ride	9:55 12:55 4:55		12:03 4:03 7:48

bold indicates a.m. times

5.6.2 Parking, Transit, and Signage

Parking vouchers and transit passes were provided at the public hearing for participants. Public hearing advertisements and notices included information that the vouchers and passes would be available. Approximately 212 parking vouchers and 14 transit passes were provided.

Public hearing notification materials also included a map of the Convention Center and surrounding available parking options. Signage was located at several locations inside and outside the Convention Center to direct participants from parking areas to the specific public hearing location.

Additionally, the Phoenix Downtown Ambassadors, the City of Phoenix’s downtown information team, was briefed on the event and alerted to be aware of people who may need assistance in locating the public hearing venue.

Figure 4. Public Hearing Location and Parking Map



5.7 Public Hearing Participation

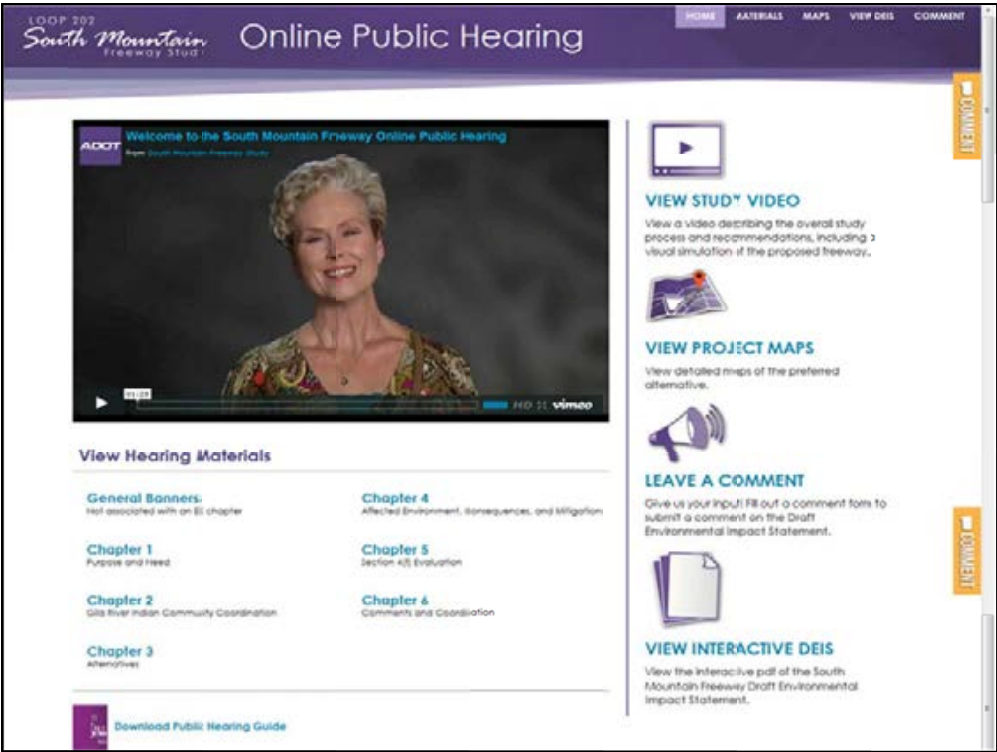
Participation included:

- 500 people attended the public hearing (approximate)
- 300 people signed in
- 40 registration cards were submitted
- 117 people spoke in front of the study panel
- 206 people provided verbal comments to court reporters
- 83 comment cards were submitted
- 10 letters were submitted
- 2 petitions were submitted in favor of the study; one with 237 signatures and one with 287

6. Online Public Hearing

The online public hearing webpage (Figure 5) went live at 10 a.m. on May 21, 2013, at azdot.gov/southmountainfreeway and linked to smfonlinehearing.com.

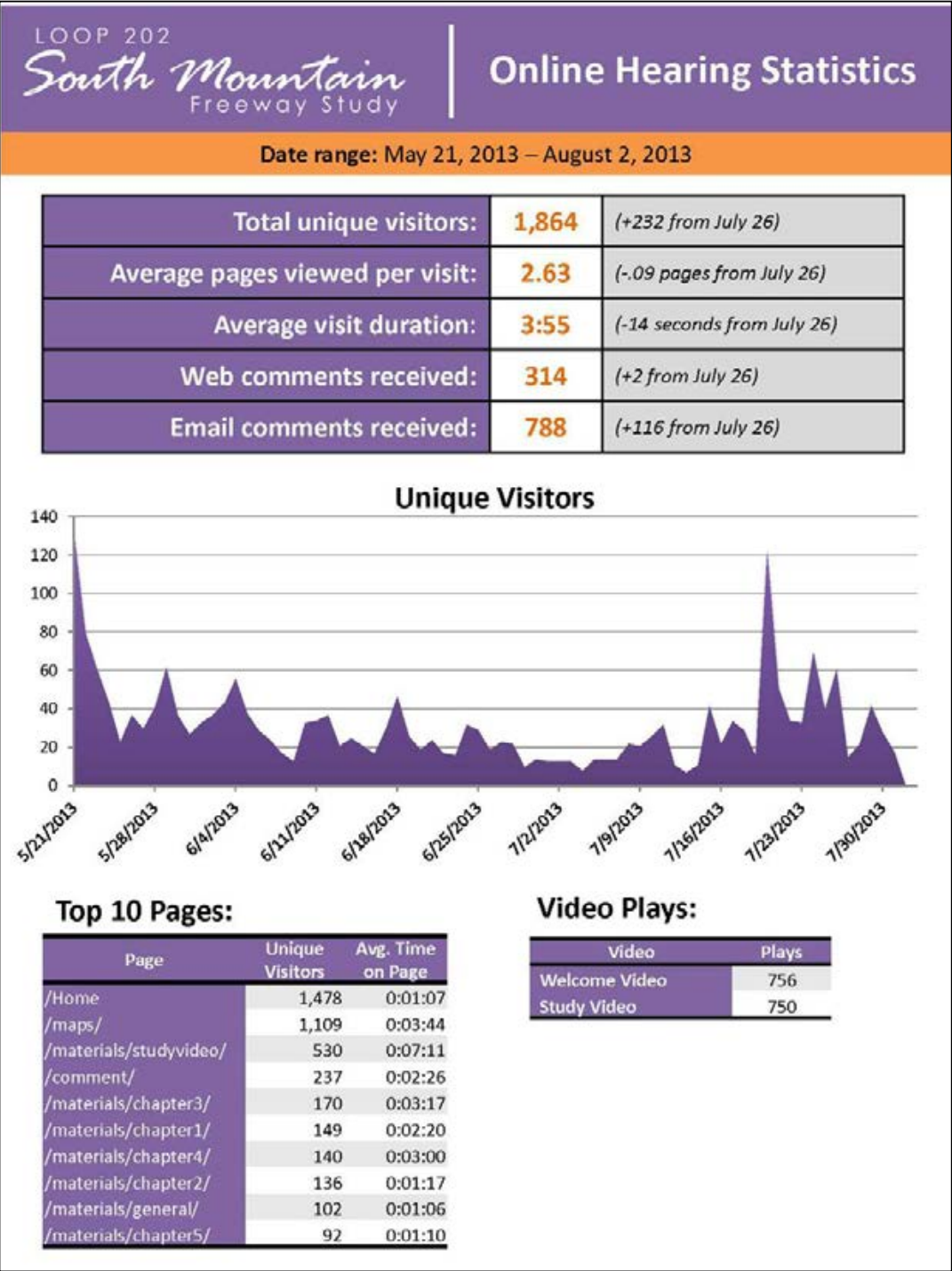
Figure 5. Online Public Hearing Webpage



All of the materials that were presented at the public hearing, including the study video, display banners, aerial maps, an interactive PDF version of the DEIS, and an online comment form were available through the online public hearing. The online public hearing also contained a welcome video explaining the format of the online public hearing, an overview of the purpose of the online public hearing, and information about how to provide comments. Comment forms were removed from the online public hearing at the end of the DEIS comment period; however, the site itself remains live to provide material and information.

To date, the online public hearing has attracted 1,864 visitors (approximately 1,600 visited during the comment period) from across the United States (see Figure 6).

Figure 6. Online Public Hearing Visitors





7. Community Forums

As an additional participation opportunity, especially for those who may not have been able to attend the public hearing, six community forums were held in strategic locations throughout metropolitan Phoenix, attracting nearly 700 attendees. ADOT issued a press release on May 29, 2013 (see Appendix C) describing the community forums and listing their times and locations.

These forums provided an opportunity to learn more about the study and the DEIS. At the forums, technical staff was available to answer questions, and study materials, including the study video, were available to view. No formal presentation or “hearing” occurred at these community forums (i.e., no formal three-minute comments in front of a panel). However, court reporters were available to take individual verbal comments with no time limit, and written comments could be submitted at the forums. The format of the community forums was explained in all advertising and meeting notifications.

Community forums were held as listed below:

- Tuesday, June 4, 4 p.m. – 7 p.m., Sunridge Elementary School Cafeteria, 6244 W. Roosevelt Street, Phoenix
- Tuesday, June 18, 4 p.m. – 7 p.m., The Foothills Golf Club – Saguaro Room, 2201 E. Clubhouse Drive, Phoenix
- Saturday, June 22, 9 a.m. – 12 p.m., Komatke Boys & Girls Club – 5047 W. Pecos Road, on the Gila River Indian Community (O’odham translator present)
- Tuesday, June 25, 11 a.m. – 2 p.m., Windmill Suites – Arizona Ballroom, 3535 W. Chandler Boulevard, Chandler
- Tuesday, July 9, 4 p.m. – 7 p.m., Laveen Education Center – Boardroom, 5001 W. Dobbins Road, Laveen
- Thursday, July 11, 11 a.m. – 2 p.m., Hilton Garden Inn Phoenix/Avondale – Ballroom, 11460 W. Hilton Way, Avondale

7.1 Notification

7.1.1 Press Releases

ADOT released several notices to the media regarding the Community Forums (see Appendix C), providing information about the public process and opportunities to comment. The press release on July 9, 2013 also included notice of the impending close of the comment period.

7.1.2 Newspaper Display Notices

Half-page display advertisements for the community forums were printed in the following publications from May 24, 2013, through July 3, 2013:

- Ahwatukee Foothills News
- Arizona Informant
- The Arizona Republic
- East Valley Tribune
- La Voz
- West Valley View

8. Interpretation Services at Events

At the public hearing and all six community forums, Spanish interpreters and a sign language interpreter (upon request) were available to assist participants as needed. O’odham language interpreters were available at the public hearing and the community forum held on the GRIC. Comment forms were also available in Spanish.

9. Media Relations

9.1.1 Press Releases

As described earlier, throughout the 90-day comment period, ADOT’s Public Information Office distributed a series of media alerts and press releases (Appendix C) intended to promote public awareness of the South Mountain Freeway DEIS and availability to comment. Each press release was distributed to a list of more than 4,000 news organizations, professional journalists and other interested parties through ADOT’s GovDelivery email subscription service maintained by the Public Information Office. In addition to the formal press releases, calls were made to newsrooms to provide information on the date, time and location of the public hearing. The releases included the following information:

- Commencement of the public comment period;
- Participation at the public hearing;
- Methods of public comment on the DEIS;
- Details on the public hearing and/or six community forums; and
- Closing of the comment period and the next steps.

9.1.2 Print Advertising

Print advertising was used extensively to provide information about the DEIS release and public comment period, as required by NEPA. The table below provides a list of publications used for advertising, run dates, and topic of the advertisement.

Table 1: Print Advertising Dates and Publications

Publication	Date(s)	Main Topic
Arizona Republic (Statewide distribution)	April 26	Public Hearing
	May 19	Public Hearing
Arizona Republic online banner (approx. 75,000 hits per month)	Mid April to May 21	Public Hearing
Arizona Republic Community sections (five separate zones)	May 29	Community Forums
	June 12	Community Forums
	June 19	Community Forums
	July 3	Community Forums
La Voz (Spanish display ads)	April 26	Public Hearing
	May 17	Public Hearing
	May 24	Community Forums
	June 7	Community Forums
	June 14	Community Forums
	June 28	Community Forums
Ahwatukee Foothills News	April 26	Public Hearing
	May 17	Public Hearing
	May 26	Community Forums
	June 9	Community Forums
	June 16	Community Forums
	June 30	Community Forums
Ahwatukee Foothills News online banner (approx. 25,000 impressions)	Mid April to May 21	Public Hearing
West Valley View	April 26	Public Hearing
	May 17	Public Hearing
	May 28	Community Forums
	June 11	Community Forums
	June 18	Community Forums
West Valley View online banner (approx. 52,000 average monthly unique viewers)	July 2	Community Forums
	Mid April to May 21	Public Hearing
	April 28	Public Hearing
	May 19	Public Hearing
	May 29	Community Forums
East Valley Tribune	June 12	Community Forums
	June 19	Community Forums
	July 3	Community Forums
East Valley Tribune online banner (approx. 50,000 impressions)	Mid April to May 21	Public Hearing
Arizona Informant	May 1	Public Hearing

Publication	Date(s)	Main Topic
	May 15	Public Hearing
	June 12	Community Forums
	June 19	Community Forums
	July 3	Community Forums
Arizona Informant online banner	June 4	Community Forums

10. Website Updates

As an active component of the public outreach approach, the study website was updated prior to and during the DEIS comment period with the following information:

- Study information, including PDFs and interactive PDFs of the DEIS Chapters and Appendices
- DEIS Viewing locations
- New Frequently Asked Questions
- All awareness campaign materials including the *How to Participate* video, Study Fact Sheet, and *How to Participate* handout.
- Public Hearing information including date, time, location, directions, transportation options
- Details on community forums.
- Community methods and information (phone, email, mailing address).
- Online public hearing, including all public hearing materials (i.e., banners, hearing guide, video, interactive PDF of the DEIS).
- Details and materials from the Citizens Advisory Team Meetings

11. Public Comment Opportunities

11.1 Comment Forms

Comment forms were available at the public hearing and all community forums, in both English and Spanish (Appendix M). Participants could complete the forms at the event and place them in a comment box. Participants also had the option of taking the form home and returning it by mail or fax at a later date. Approximately 140 comment cards were submitted during the public hearing and community forums.

An online comment form was developed for the public to utilize on both the study website (azdot.gov/southmountainfreeway) and the online public hearing. This form was linked from both the study website homepage and the landing page of the online public hearing.

11.2 Written Comments

In addition to comment forms, comments could also be submitted via other written documents. As shown in the table in *Section 12. Results*, written comments consisted of form letters, petitions, and individual letters.

11.3 Court Reporter Comments

Court reporters were available at the public hearing and at each community forum to offer participants the opportunity to provide verbal comments. No time limit was applied to this form of verbal comment; participants could speak to the court reporter for as long as they needed to provide their input.

11.4 Telephone Comments

A hotline was set up for the public to provide comments on the DEIS. The hotline message was updated for each phase of the DEIS outreach. The pre-public hearing message provided details about the public hearing and how to pre-register to provide three-minute verbal comment at the hearing. The post-public hearing hotline message provided information about how to submit comments, including how to access the study website. All hotline messages were provided in both English and Spanish.

11.5 Email Comments

The email account (projects@azdot.gov) was utilized for electronic comments. Approximately 680 people submitted comments through this email account.

11.6 Public Testimony (three-minute comments)

Continuously throughout the 10-hour public hearing, participants had the opportunity to speak at a microphone for up to three minutes in front of a panel of study team members. Court reporters recorded all public testimony comments.

12. Results

12.1 Quantified Summary of Participation

For each outreach technique, the number of participants was tracked using sign-in-sheets, visual counts, tallies, and computer reports. Table 2 shows the number of participants in the 90-day comment period, organized by participation method. It should be noted that the cumulative total does not represent “unique” participants; a single person could be counted

in multiple categories, for example, some individuals attended the public hearing and a community forum.

Table 2: Outreach Participants

Participation Method	Participation Numbers
ADOT Email	773
Web Comments	302
Hotline Calls	621
Form Letters and Petitions (number of signatures)	6,142
USPS Letters	73
Online Public Hearing Visitors	1,864
Court Reporter Comments	290
Public Hearing Attendance	500
Community Forum attendance:	
Sunridge Elementary School, Phoenix	19
Ahwatukee Foothills Golf Club, Phoenix	207
Komatke Boys & Girls Club, GRIC	94
Windmill Suites, Chandler	24
Laveen Education Center, Laveen	36
Hilton Garden Inn, Avondale	21
Total Participation	10,966

13. South Mountain Citizens Advisory Team (SMCAT)

An important element of the public involvement plan for the South Mountain Freeway was the formation of the South Mountain Citizens Advisory Team (SMCAT). Since the beginning of the study, representative groups and organizations in the Study Area have worked as a voluntary, advisory team to provide advice and input to ADOT and FHWA. The SMCAT dedicated time to:

- serve as a conduit of information with community organizations
- provide advice on public and agency meetings and on how to clearly present information to the public
- help define neighborhood and regional issues and concerns
- provide input into the identification of a Preferred Alternative

Representatives from ADOT and FHWA attended SMCAT meetings to give members direct access to decision makers. Other key stakeholders attended meetings as informational resources when necessary. The SMCAT represented approximately 25 organizations throughout the Study Area.

13.1 Meetings

At the conclusion of the South Mountain Freeway Citizens Advisory Team (SMCAT) meeting on March 29, 2010, SMCAT activities were suspended until closer to the publication of the DEIS. In early 2013, SMCAT members were polled and the majority were in favor of reinitiating the group, in anticipation of the DEIS release. Because the group had not met since 2010, some of the SMCAT organization’s representatives had changed. A new member orientation was conducted on April 8, 2013, for those individuals new to the SMCAT.

The first SMCAT meeting was held on April 22, 2013 (prior to the DEIS release) and was a non-project specific air quality information meeting conducted at the SMCAT’s request. The purpose of the Air Quality Panel meeting was to educate and inform the members of the SMCAT about the topic of air quality in advance of the release of the Draft EIS and their pending review. A panel of air quality experts was convened to describe air quality from a federal perspective, present the regional air quality conformity process and status, and address the latest research regarding health effects of vehicle emissions. The discussion was moderated by a representative of ADOT’s Air and Noise group, and panelists were composed of representatives from:

- Federal Highway Administration;
- Sonoma Technology;
- Maricopa Association of Governments;
- Arizona Department of Environmental Quality; and
- Arizona State University.

Following the panelists presentations, the SMCAT Members asked a number of questions related to air quality. A summary of this meeting is posted online at: www.azdot.gov/southmountainfreeway/PDF/042213_SMCAT_Meeting_Summary_FINAL.pdf.

The second SMCAT meeting occurred on June 11, 2013, during the 90-day comment period, and provided the opportunity for SMCAT members to ask questions and provide comments following their review of the DEIS. On May 7, 2013, the opportunity to submit questions for response at the June 11 meeting was made available to the SMCAT members through Survey Monkey, email, and hard copy question form.

Questions received from the SMCAT organizations related to the DEIS were answered by the appropriate representatives from ADOT, FHWA, and the Study Team at the final SMCAT meeting on June 11, 2013. At the conclusion of the meeting, members were informed of the next steps in the process and instructed how to submit their organization’s recommendation online. SMCAT members were also reminded that the final recommendation needed to be from the organization they represented, as opposed to the representative’s personal opinion. A court reporter was also present at this SMCAT meeting. Questions from the public

were also responded to during this meeting. A transcript of this meeting is posted online at: www.azdot.gov/southmountainfreeway/PDF/061113_SMCAT_Meeting_Summary_FINAL.pdf.

13.2 SMCAT Recommendation Results

As a means to provide conclusion to their activities, the SMCAT members included in their operating agreement a provision that each SMCAT member organization would provide an Action (build) or No Action (don't build) recommendation for the Loop 202 South Mountain Freeway. This was accomplished through an online survey tool (Survey Monkey) which provided access only to each SMCAT member. Figure 2 shows the online survey tool provided to the SMCAT members.

Figure 7. SMCAT Recommendation Survey

SMCAT Final Recommendation

The charter of the South Mountain Citizen's Advisory Team is to provide an **Action (build)** or **No Action (don't build)** recommendation for the Loop 202 South Mountain Freeway. The following template is designed to capture the final recommendation of each individual SMCAT organization.

***This recommendation is made on behalf of the South Mountain Citizens' Advisory Team member organization:**

The following is the final recommendation of the member organization of the South Mountain Citizen's Advisory Team. This recommendation has been reviewed by the organization's governing board or its equivalent and represents its position regarding the South Mountain Freeway.

☐ Action - Build Alternative

☐ No Action - No Build Alternative

Please provide a brief statement regarding your organization's recommendation in the space provided below.

If you would like to provide an additional response from your organization in the form of a file attachment, please email the file to Fred Erickson (Fred@kca-inc.com).

If you would like to provide an additional response from your organization in the form of a hard copy document, please send it to:

KCA
4809 E. Thistle Landing Dr., Suite 100
Phoenix, AZ 85044

Table 3 presents the results of the SMCAT's final recommendations on the proposed South Mountain Freeway:

Table 3: SMCAT Recommendation Results

	Organization	Recommendation
1	Ahwatukee Foothills Chamber of Commerce	No Action - No Build Alternative
2	Ahwatukee Foothills Village Planning Committee	No Action – No Build Alternative
3	Arizona Public Health Association	No Action - No Build Alternative
4	Arlington Estates Home Owners Association	Action - Build Alternative
5	Bougainvillea HOA	No Action - No Build Alternative
6	Calabrea HOA	No Action - No Build Alternative
7	City of Avondale	Action - Build Alternative
8	Club West HOA	No Action - No Build Alternative
9	Estrella Village Planning Committee	No recommendation submitted
10	The Foothills Community Association	No Action - No Build Alternative
11	Foothills Reserve HOA	No Action - No Build Alternative
12	Lakewood Community Association	No Action - No Build Alternative
13	Laveen Citizens for Responsible Development	Action - Build Alternative
14	Maricopa County Farm Bureau	Action - Build Alternative
15	Phoenix Mountains Preservation Council	No Action - No Build Alternative
16	Sierra Club - Grand Canyon (Arizona) Chapter	No Action - No Build Alternative
17	Silverado Ranch HOA	Action - Build Alternative
18	Southwest Valley Chamber of Commerce	Action - Build Alternative

Member organizations that did not respond include: Arizona Forward; Gila River Indian Community – District 4; Laveen Village Planning Committee; Pecos Road/I-10 Landowners Association; and South Mountain Village Planning Committee.

14. Title VI - Civil Rights

Title VI of the Civil Rights Act of 1964 and related statutes assure that all individuals are not excluded from participation in, denied the benefit of, or subjected to discrimination on the basis of race, color, national origin, sex, and disability. Executive Order 12898 on Environmental Justice directs that programs, policies, and activities not have a disproportionately high and adverse human health and environmental effect on minority and low-income populations. Outreach efforts were designed and implemented to ensure that these protected populations were provided the opportunity to participate in the public review of the DEIS.

ADOT’s goal is to prevent discrimination through the impact of its programs, policies and activities. In accordance with ADOT’s Title VI Policy, the following tasks were undertaken at the public hearing and community forums:

- Title VI brochures were available (in both English and Spanish) to attendees.
- A Title VI Public Notice was displayed.
- Statistical data of meeting attendees was collected via a voluntary Title VI Self Identification Survey card.
- Offered Americans with Disability Act accommodations in all public hearing and community forum advertising.
- Provided Spanish language interpreters (and O’odham language interpretation at the public hearing and GRIC community forum) at the public hearing and community forums.

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Appendix A: Public Outreach and Hearing Plan

South Mountain Freeway
Final Public Outreach and Hearing Plan

Maricopa County, Arizona
Federal-aid Project No. NH-202-D(ADY)
ADOT TRACS No. 202L MA 054 H5764 01L

Prepared for:
Arizona Department of Transportation


Prepared by:
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September 14, 2012

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Contents

1	Introduction.....	3
1.1	Study History	3
1.2	Study Description	4
1.3	Purpose and Goals of the Public Outreach and Hearing Plan	5
1.4	Special Public Involvement Considerations.....	5
1.5	Key Contacts	6
2	Public Involvement Phases.....	7
3	Outreach Prior to Release of Draft EIS.....	7
3.1	Public Opinion Survey.....	7
3.2	Agency Meetings	8
3.3	Elected Officials Briefings	8
3.4	Citizens Advisory Team.....	9
3.5	Collateral and Printed Materials	9
3.6	Public Hearing 101 Video	9
3.7	Community and Neighborhood Events/Information Kiosks	9
3.8	Media Strategy	10
3.9	Study Web Site	11
3.10	Telephone Information Line.....	11
4	Outreach During Draft EIS 90-Day Comment Period	11
4.1	Notice in the <i>Federal Register</i>	11

4.2	Media Strategy	11
4.3	Social Media	12
4.4	Print Materials.....	12
4.5	Information Repositories	13
4.6	Office Hours/Availability to Public	13
4.7	Newspaper Advertising	13
4.8	Public Hearing.....	14
4.9	On-line Public Hearing.....	15
4.10	Citizens Advisory Team	16
4.11	Contact/Comment Database.....	16
5	Final EIS/60-Day Comment Period	17
6	Record of Decision.....	17
7	Team Responsibilities/Study Timeline for Public Involvement.....	17
8	Title VI/Environmental Justice	17

List of Figures

Figure 1.	Study Area.....	4
Figure 2:	First Step in CAT Process.....	9
Figure 3:	Recommended CAT Process	16

Appendices

Appendix A:	Draft Public Hearing Work-back Schedule	19
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1 Introduction

This Public Outreach and Hearing Plan (Plan) has been developed to describe in detail how the Arizona Department of Transportation (ADOT), the Federal Highway Administration (FHWA), and the study team will inform, involve, and solicit input from the public, elected officials, media, and agencies regarding the South Mountain Freeway (Loop 202) Draft Environmental Impact Statement (DEIS), to comply with the requirements of the National Environmental Policy Act (NEPA).

This Plan is subject to change and may be revised, or updated, as dictated by the study and public involvement process.

1.1 Study History

The Arizona Department of Transportation is studying the South Mountain Freeway in south and west Phoenix, Maricopa County, Arizona. The South Mountain Freeway corridor was adopted into the Maricopa Association of Governments (MAG) regional freeway system in 1985 as part of the *MAG Freeway/Expressway Plan*, at which time it was placed on the state highway system by the State Transportation Board. In 1988, ADOT prepared a Design Concept Report (DCR) and a State-Level Environmental Assessment (EA) for the project, identified at that time as the South Mountain Parkway. As presented then, the project would connect Interstate 10 (I-10) (Maricopa Freeway) south of Phoenix with I-10 (Papago Freeway) west of the city, following an east-west alignment along Pecos Road, through the western tip of the Phoenix South Mountain Park/Preserve, then north to I-10 between 55th and 63rd avenues.

Due to the time elapsed since those documents were approved and to secure eligibility for federal funding for a proposed project within this corridor, ADOT and FHWA are now preparing an Environmental Impact Statement (EIS) in accordance with NEPA. In November 2004, Maricopa County voters approved the tax funding through the *MAG Regional Transportation Plan* (RTP), which included South Mountain Freeway.

On February 7, 2012, the Gila River Indian Community (Community) held a Community-wide referendum on the freeway. The referendum asked members whether they supported an on-Community alignment, an off-Community alignment, or a no-build alternative. Based on the election results, the Community preferred the “no-build” option for construction of the South Mountain Freeway. Since the Community is a sovereign nation, an alignment of the South Mountain Freeway cannot be located on Community land without the Community’s consent. Therefore, the Pecos Road and No-Build Alternatives will be carried forward in the DEIS. Any changes in the Community’s official position regarding “no-build” will be considered during the decision-making process as the EIS progresses from Draft to Final document.

1.2 Study Description

Within the Western Section, three alternatives were studied, the W101 Alternative and Options, W71, and W59. The W59 Alternative is the preliminary preferred alternative in the Western Section. Within the Eastern Section of the Study Area, one action alternative (E1 Alternative) was studied. The No-Build Alternative is being considered for the entire Study Area.

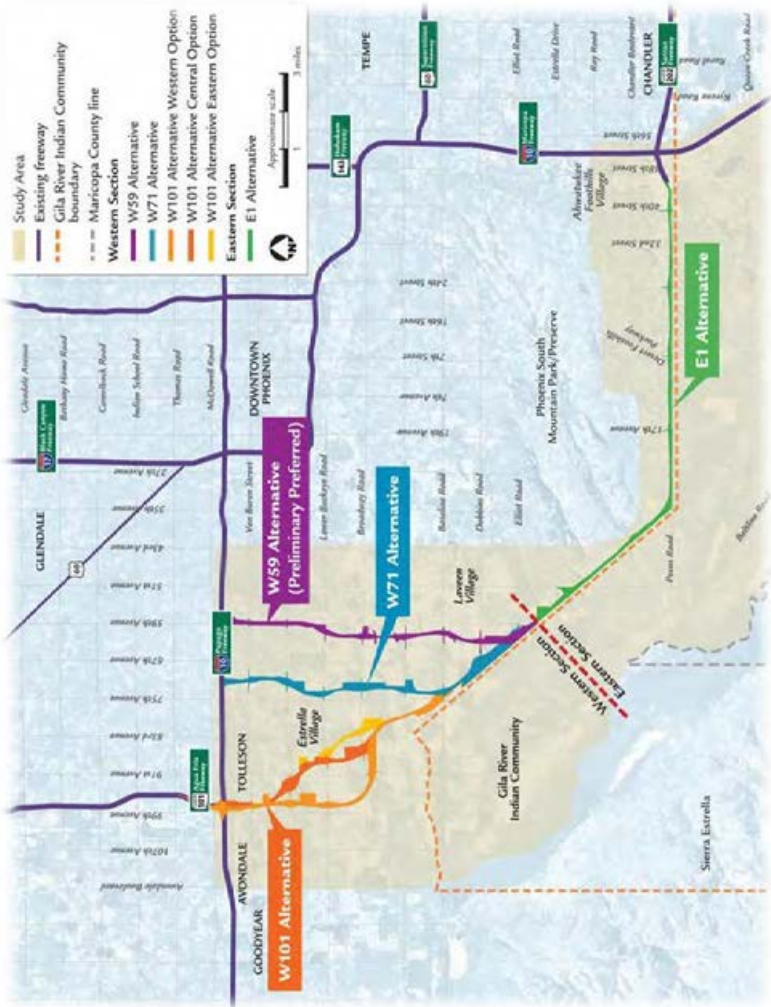


Figure 1. Study Area

1.3 Purpose and Goals of the Public Outreach and Hearing Plan

This Plan will help guide ADOT and the study team to obtain meaningful input from the community (elected officials, agencies, public, businesses, and stakeholders) during the comment period associated with the DEIS. Following the DEIS comment period, the study team will develop a new Plan outlining the next phase of the study and the related public involvement efforts. The goals of the Plan are to outline the process objectives and describe the techniques to be used. Goals of the public outreach program associated with DEIS include:

- Engaging a broad, representative cross section of the public to help ensure the Final EIS (FEIS) reflects and incorporates agency and public input;
- Providing clear and accurate information that encourages informed public participation and input;
- Providing multiple, convenient ways for interested parties to provide comment;
- Providing multiple means through which the public can learn about the study;
- Accurately documenting public input; and
- Meeting NEPA requirements.

1.4 Special Public Involvement Considerations

There are several special outreach considerations related to the Plan for the South Mountain Freeway:

- Using advertising and graphics to reach illiterate or environmental justice populations
- Using bilingual outreach materials, available upon request
- Using Hispanic media outlets
- Integrating elected officials, intergovernmental liaisons, and special interest groups into the process
- Holding the public hearing along transit lines for those who are transit dependent

1.5 Key Contacts

Below is a list of study team contacts, their roles, and contact information for the study process.

Role	Name	E-mail address	Phone
ADOT Project Manager	Chaun Hill	shill@azdot.gov	602.712.6268
ADOT Communications Project Manager	Brock Barnhart	bbarnhart@azdot.gov	602.712.4690
ADOT Environmental Planning Group Planner	Ralph Ellis	rellis@azdot.gov	602.712.6161
ADOT Right-of-Way Coordinator	Reggie Rector (Western Section) Merrisa Marin (Eastern Section)	rrector@azdot.gov mmarin@azdot.gov	602.712.7710 602.712.6341
ADOT Media Relations	Timothy Tait	ttait@azdot.gov	602.712.7070
MAG Liaison - Senior Engineering Manager	Bob Hazlett	bhazlett@azmag.gov	602.452.5026
MAG Government Relations Manager	Nathan Pryor	npryor@azmag.gov	602.254.6300
MAG Communications Manager	Kelly Taft	ktaft@azmag.gov	602.452.5020
FHWA Senior Engineering Manager	Ken Davis	Ken.Davis@dot.gov	602.382.8970
FHWA Environmental Coordinator	Rebecca Yedlin	Rebecca.Yedlin@dot.gov	602.382.8979
FHWA Major Projects Manager	Alan Hansen	Alan.Hansen@dot.gov	602.382.8964
HDR Project Principal	Bill Cowdrey	Bill.Cowdrey@hdrinc.com	602.522.7759
HDR Public Involvement Manager	Terry Gruver	Terry.Gruver@hdrinc.com	480.664.2631

2 Public Involvement Phases

The South Mountain Freeway Study schedule is divided into several phases. The initial study introduction, scoping, and identification of potential alternatives have been completed. The next phase, publication of the DEIS, is currently scheduled for early 2013, with the Record of Decision (ROD) in 2014.



The public involvement efforts associated with the release of the DEIS are organized in the following three stages:

- Stage 1: Public education and outreach program on process prior to the release of the DEIS (ongoing, with a concentrated effort 45-30 days prior to the release of the DEIS)
- Stage 2: Public outreach during DEIS Public Comment Period (90 Days)
- Stage 3: Public outreach during FEIS Comment Period (60 days) and ROD

This Plan will be updated prior to the release of the FEIS, which includes responses to substantive comments received during the 90-day DEIS comment period. The ROD, issued by FHWA, will be announced through briefings with local media and elected officials, a press release, the *Federal Register*, and through information posted on the study web site.

3 Outreach Prior to Release of Draft EIS

The following sections present the outreach and input tools that will be used prior to the release of the DEIS.

3.1 Public Opinion Survey

Prior to the release of the DEIS, two public opinion surveys will be administered to determine how the public would like to participate in the public involvement process, provide comment on the DEIS, and receive information. The study team has been requested by FHWA to conduct a survey of South Mountain Freeway Study stakeholders via Survey Monkey.™ Study stakeholders

include individuals that have participated in previous study events, provided comments, or expressed interest and are therefore included in the study database. An e-mail encouraging study stakeholders to participate in the survey was sent in August 2012.

In addition, in summer 2012, ADOT Communications will hire a professional research firm to conduct a scientifically valid survey of 800 people in the Phoenix metropolitan area to determine how the public would like to participate in the ADOT project development process and provide public comment. While this survey will not be specific to the South Mountain Freeway, the results may be used to refine this outreach process.

3.2 Agency Meetings

The study team will conduct meetings with the partner agencies throughout the study process and prior to the release of the DEIS to communicate project information. In addition to the monthly progress meetings, ADOT will schedule agency information meetings as necessary and upon request. The following agencies are invited to the monthly progress meetings:

- ADOT
- Bureau of Indian Affairs
- City of Avondale
- City of Goodyear
- City of Phoenix
- City of Tolleson
- FHWA
- Gila River Indian Community
- MAG
- Maricopa County Department of Transportation
- METRO
- U.S. Army Corp of Engineers
- Western Area Power Administration

3.3 Elected Officials Briefings

Intergovernmental Liaisons from ADOT and MAG will coordinate briefings with state legislators, mayors, council members, and staff prior to the DEIS publication. In addition, the team will meet regularly with intergovernmental liaisons from local

governments to provide updated project information and obtain feedback on the public involvement process. Briefings will also be provided upon request to any federal elected officials.

3.4 Citizens Advisory Team

The Citizens Advisory Team (CAT) member organizations will be contacted prior to the release of the DEIS to assess whether the group would like to reconvene to discuss the DEIS. If a majority of member organizations (51 percent) express interest in reassembling the CAT, ADOT and Knowledge Capital Alliance (KCA) will begin the process of identifying organization representatives. Any new CAT members will be given a new CAT member orientation. Additional steps in the CAT process are detailed in Section 4.10.

3.5 Collateral and Printed Materials

Prior to the release of the DEIS, a number of different types of printed materials (e.g., fact sheets, frequently asked questions [FAQs], e-newsletters) will be prepared explaining to the public and stakeholders the next steps in the process and how they can participate in the process and comment on the DEIS. Materials will be made available in both English and Spanish.

3.6 Public Hearing 101 Video

To help set public expectations, and provide information about the public comment and participation process, it is recommended that a video be created to inform stakeholders and community members about the DEIS process. This video would be posted on the study web site, shown at community presentations, and shared with partner agencies and the media for posting on their web sites. The video would further expand the preparation effort and would provide information about the NEPA process, next steps, hearing location and format, and how to attend [on-line vs. in person] and comment, etc.

3.7 Community and Neighborhood Events/Displays

The study team will coordinate with neighborhoods and communities located within the study area to determine appropriate locations to share study information. Suggested locations include community gathering places, such as libraries, community centers, grocery stores, etc. This effort also includes outreach to minority communities through neighborhood, church, and school meetings. These neighborhood events will be an opportunity for the study team to reach specific groups within the study area to encourage participation and provide information regarding the public comment processes related to the DEIS and FEIS. The latest public involvement materials will be made available, in addition to fact sheets, FAQs, comment forms, and maps. Potential community locations include:



Figure 2: Initial Steps in CAT Process

Eastern Section

- Ahwatukee Senior Center
- Ironwood Branch Library
- Pecos Community Center
- South Mountain Community College, Ahwatukee Foothills Center

Western Section

- Betty H. Fairfax High School
- Cesar Chavez Branch Library
- Fowler School District Administration Building
- Tolleson Library

3.8 Media Strategy

The media strategy for this project will address three elements: 1) the NEPA public comment process; 2) the public involvement plan for the study; and 3) the overview of the contents of the DEIS. Prior to the release of the Draft EIS, the study team will take a proactive approach with the media, briefing various outlets of the process and next steps, locations of the hearing, how to attend (on-line vs. in person), explain format, and how to comment, etc. Specific techniques to implement with the media include news releases, newspaper advertising, editorial boards/media interviews, TV news programs, and the creation of media kits. Information that can be shared prior to the release of the DEIS includes: NEPA public comment process, Google flyerover, static maps and graphics, project overview fact sheets, and FAQs.

MAG will continue to respond to all media inquiries, with support from the study team.

Media reporter/editorial board briefings can be provided on request. Members of the study team will need to be available for these on-the-record meetings.

A separate advertising/marketing plan will be developed by the study team for this project and will include considerations for on-line, print, and broadcast opportunities, with a focus on both regional outlets-of-record and community outlets that target the affected population.

10

3.9 Study Web Site

The study web site, www.azdot.gov/southmountainfreeway.com has been designed and maintained to provide information via the Internet. The web site is hosted by ADOT and includes the latest study information, maps, FAQs, project fliers/door hangers, information presented at public meetings, public meeting summaries, other pertinent information, and provides the ability to e-mail comments and questions to the study team. Prior to the release of the DEIS, the web site will be update to include information about how to participate in the 90-day public comment period, and will have a link to the Public Hearing 101 video.

3.10 Telephone Information Line

A telephone information line has been created and will be maintained during the life of the study. The telephone line is automated, with callers being able to leave a message with their question or comment. Information line messages are checked periodically during the day, and a study team member contacts each caller no later than 24 hours on the next business day after the message was received. The telephone information line number, 602.712.7006, will be published in all public involvement materials showing study contact information.

4 Outreach During Draft EIS 90-Day Comment Period

Public input on the DEIS will be obtained through one public hearing and associated techniques discussed in this Plan (comment forms, verbal hotline, etc). Prior to the public hearing, study information will be communicated to the community through a postcard, newspaper notices, briefings with media and elected officials, community events, social media, and the study web site. The DEIS will be available at local information repositories (e.g., libraries) and the study web site, and the Notice of Availability will be published in the *Federal Register*.

Along with the techniques discussed in the previous section, the following section presents the additional outreach and input tools that will be used during the 90-day public comment period for the DEIS.

4.1 Notice in the Federal Register

A Notice of Availability will be published in the *Federal Register* to inform the public the DEIS is ready for public review. The publication of the Notice of Availability serves as the beginning of the 90-day comment period.

4.2 Media Strategy

During the 90-day public comment period, the public involvement team will provide the DEIS to media outlets that submit a request. In addition, an electronic media kit on CD will be available for distribution to media outlets. The CDs will contain

information such as public hearing location information, flyers and/or simulation videos, Public Hearing 101 and South Mountain Freeway hearing video, static maps and graphics, project fact sheets, FAQs, public participation fact sheet, and b-roll (video) of the study area. As the DEIS process continues, the final contents of the CD will be further explored and discussed.

MAG will continue to respond to all media inquiries, with support from the study team.

Media reporter/editorial board briefings can be provided on request. Members of the study team will need to be available for these on-the-record meetings.

4.3 Social Media

Social media will be used to advertise the release of the DEIS, the public hearing, and the associated public comment period. The following ADOT social media platforms will be used for outreach and informational purposes only, and will direct the public to the study web site:

- Facebook: www.facebook.com/AZDOT
- Twitter: www.twitter.com/ArizonaDOT

Comments made on any social media site will not be included as part of the public record or FEIS. Disclaimers stating such will be placed on the study web site and any social media sites used to advertise the DEIS. Users of the social media sites will be encouraged to provide comments through the official public comment mechanisms (i.e., e-mail, letter, comment form, court reporter comments, hotline message).

4.4 Print Materials

A number of different types of print materials will be prepared notifying the public and stakeholders of the availability of the DEIS and the public hearing. The following are potential concepts:

- Postcard designed in full color containing information on a 5.5" x 8" sized sheet of paper, printed double sided. A Spanish version of the postcard would be developed and available upon request. The postcard will be produced and distributed to the stakeholder database addresses (approximately 73,000) at least two weeks prior to the public hearing via pre-sorted first class mail, and will be posted on the study web site. The postcard will detail information about the public hearing locations availability of DEIS, and comment methods.
- CD mailers containing digital copies of the DEIS, information about the public hearing, and public comment methods.

12

4.5 Information Repositories

The DEIS and other appropriate materials will be placed in local libraries and other public facilities to make study information available to residents and interested parties. Information repositories include:

- ADOT Environmental Planning Group
- Cesar Chavez Branch Library
- Desert Sage Branch Library
- FedEx Office Print and Ship Center, Ahwatukee
- Phoenix Burton Barr Central Library
- Phoenix Ironwood Branch Library
- Sam Garcia Western Avenue Library, Avondale
- Tolleson Public Library

4.6 Office Hours/Availability to Public

Open office hours, located at public facilities within the study area communities, will be held to provide project information to those individuals who may not be able to attend the public hearing. The office hours will be staffed by at least two members of the study team, at locations similar to those previously identified during the pre-DEIS outreach efforts. Materials available will include study information, such as the DEIS, information presented at the public hearing, FAQs, comment forms, and any other pertinent information. Bilingual handouts will also be made available. Visitors will be able to ask the study team member(s) questions, make written comments, provide verbal comments to a court reporter, and leave their contact information for inclusion in the contact database. Flip charts will be available to track the topics of comments and questions, but written comments will be encouraged to be considered as part of the official record. Potential locations include information booths at municipal buildings, community centers, libraries, senior centers, etc.

4.7 Newspaper Advertising

Newspaper advertisements will be developed to publicize the public hearing. Newspaper notices will be designed in both black-and-white and color, at a size specific to each publication. Newspaper advertisements will be placed in the newspapers listed below and published two weeks and one week prior to the public hearing.

- Arizona Republic (Valley and State Sections, Community Section Zones 4 and 5)
- La Voz

13

- Prensa Hispana
- West Valley View
- Ahwatukee Foothills News
- East Valley Tribune

Electronic and hard copy media kits will be prepared in advance of the public hearing. The study team will coordinate media briefings with ADOT and MAG and develop talking points prior to briefings and media interviews.

4.8 Public Hearing

The study team will conduct a public hearing during the 90-day comment period of the DEIS. The public hearing will be one, 8- to 10-hour event held at the Phoenix Convention Center. The hearing will be divided into three rooms:

- Room 1: Study video that is shown continuously throughout the hearing
- Room 2: Exhibit Hall – Open house forum with exhibits and study information as well as comment tables and court reporters to record verbal comments. Study team members will be available to answer questions one-on-one.
- Room 3: Formal public hearing room where official 3-minute verbal comments are allowed. Speaker registration at table outside of room. Court reporters inside public hearing room, with a facilitator for the formal comment process. Option of panel at front of room to hear comments.

Public hearing activities and materials include the following:

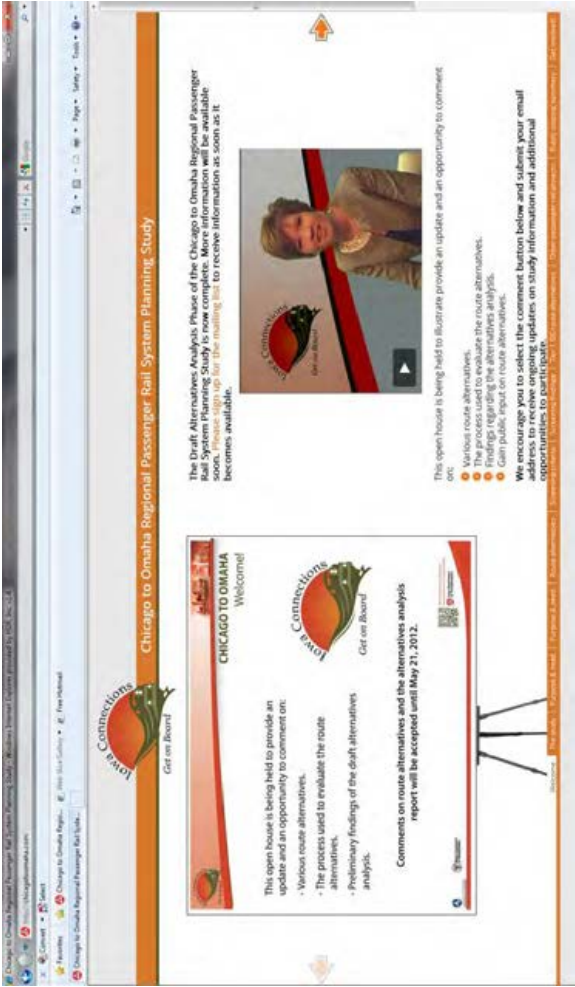
- Coordination with the City of Phoenix and Copper Square Ambassadors
- Security and contingency planning, internal communication devices (radios), venue audio/video support
- Transit vouchers, parking vouchers, and potential van pool options
- Bilingual handouts and other collateral materials (comment forms, meeting guides [how to comment and participate], mailing list addition cards, surveys, and printed media kits [including all materials presented and displayed at the hearing and pre-hearing materials])
- Project video
- Exhibit banners
- Resource table (hard copies of pertinent reports, DEIS, electronic versions of the DEIS, laptops available for viewing/reading of DEIS)

14

- Court reporters (approximately 12)
- Language interpreters (Spanish [approximately 6] and O’odham [approximately 1])
- Speaker registration and comment protocol (3-minute comment)

4.9 On-line Public Hearing

All materials that are available at the public hearing will be available on the study web site. The web site will include the ability to provide comments via an on-line comment form. The on-line public hearing will also contain a welcome video explaining the format of the on-line public hearing, providing an overview of the purpose of the on-line hearing, and explaining how to provide comments. Additional descriptive information will be provided for each display banner, capturing the dialogue that would be provided during a one-on-one conversation at the actual public hearing open house forum. An example of an on-line public hearing is displayed at right.



15

4.10 Citizens Advisory Team

If it is determined to reconvene the CAT (see section 3.4), following the public hearing, a CAT meeting will be held to discuss the DEIS (including air quality), mitigation, and the CAT's pending Build vs. No-Build Alternative recommendations and directions for voting. Following the CAT meeting, an on-line recommendation form will be created for CAT organizations to vote "Build or No-Build."

4.11 Contact/Comment Database

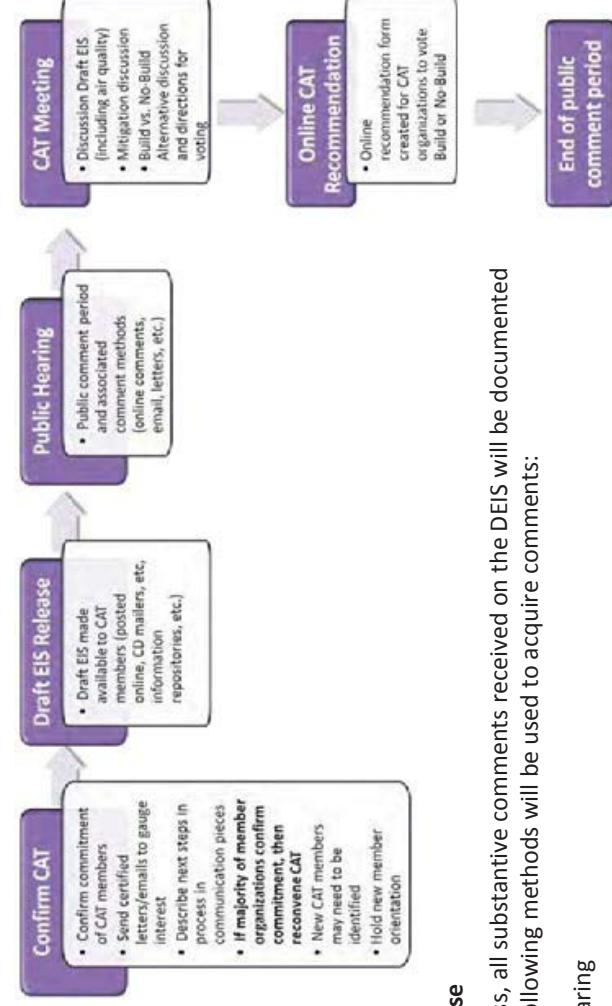
In accordance with the NEPA process, all substantive comments received on the DEIS will be documented and responded to in the FEIS. The following methods will be used to acquire comments:

- Court reporters at public hearing
- Comment form at public hearing
- Study web site/on-line comment form
- Telephone information hotline
- E-mail
- Written letters and comments

A database combining contact information and comments received from the public and agencies will be maintained for the DEIS and FEIS phases of the study. The comment database will maintain all comments received via the methods listed above. All comments will be entered into the database, categorized, and responses drafted. These responses will be documented in the FEIS.

The extent and nature of the comments received on the DEIS will drive the level of effort and areas of focus of the next stage of NEPA documentation, the FEIS. Comments may reveal the need for new or clarifying information and/or may bring to light new

Figure 3: Recommended CAT Process



5 Final EIS/60-Day Comment Period

The FEIS includes all substantive comments received during the DEIS 90-day comment period and the study team's responses to the comments. Once all comments are responded to, the FEIS will be released and there will be a 60-day comment period. The FEIS will be available at local information repositories and on-line. Prior to the FEIS, this Plan will be updated and public information techniques for the next phase of the project will be identified.

6 Record of Decision

The ROD, issued by FHWA, will be announced through briefings with local media and elected officials, a press release, the *Federal Register*, and on the study web site.

7 Team Responsibilities/Study Timeline for Public Involvement

The work-back schedule (Appendix A) outlines the study milestones and deliverables related to the public hearing for the South Mountain Freeway DEIS. The work-back schedule is a dynamic document and specific dates will be included and/or updated as they are finalized.

8 Title VI/Environmental Justice

Title VI of the Civil Rights Act of 1964 and related statutes assure that all individuals are not excluded from participation in, denied the benefit of, or subjected to discrimination on the basis of race, color, national origin, sex, and disability. Executive Order 12898 on Environmental Justice directs that programs, policies, and activities not have a disproportionately high and adverse human health and environmental effect on minority and low-income populations. The implementation of the Plan should ensure that these protected populations are given the opportunity to participate in the South Mountain Freeway Study and public review of the DEIS and FEIS.

ADOT's goal is to prevent discrimination through the impact of its programs, policies and activities.

According to ADOT’s Title VI Policy, the following tasks will be undertaken prior to and at the public hearing, and included in a separate Title VI section in the subsequent public involvement summary:

- ADOT Civil Rights Office representative will attend the public hearing, provide Title VI brochures (in both English and Spanish) to hearing attendees, and display the Title VI informational poster board.
- Provide the opportunity for attendees to complete the voluntary Title VI Self Identification Survey card.
- Offer Americans with Disability Act accommodations in all public hearing advertising.
- Provide requested translation or other accommodations at the public hearing.

Appendix A

Draft Public Hearing Work-back Schedule

6 months out

Prep/Coordination/Graphics			
Due Date	Deliverable/Action	Responsible Party	Status
May 2012	Conduct site visit of Phoenix Convention Center	HDR & ADOT C	Completed
May 2012	Identify possible locations of community facilities for Community Office Hours	HDR & ADOT C	Initiated/ongoing
8.3.12	Revise Draft Public Hearing Plan incorporating PIT comments	HDR	Completed
8.10.12	Submit Draft Final Public Hearing Plan to PIT for approval	HDR/ADOT C	Completed
8.15.12	Obtain cost estimate for visual simulation for ADOT review	HDR	Completed
8.15.12	Disseminate Survey Monkey to SMF Stakeholder/Public Email list	ADOT C	Completed
8.24.12	Draft board outline and submit to PIT for review	HDR	Completed
8.31.12	Finalize Public Outreach and Hearing Plan	HDR	Completed
9.14.12	PIT submits comments on board outline	ALL	Completed
	Confirm hearing date/location ¹	HDR	
10.05.12	Research parking and alternative transportation options	ADOT C (with MAG)	Ongoing
10.15.12	Research community facilities for Community Office Hours and/or public forums	ADOT C	Completed
10.15.12	Submit cost estimate for visual simulation	HDR	Completed
11.06.12	Meeting with FHWA regarding post-public hearing outreach	ADOT C/Jacobs/HDR	Completed
11.16.12	Submit draft Public Hearing video outline to PIT for review	HDR/ADOT CPP	Completed
11.16.12	PIT submits comments on Public Hearing video outline	ALL	Completed
11.19.12	Public Hearing Video Outline revised incorporating PIT comments	Jacobs	Completed
11.30.12	Submit draft How to Participate video outline to PIT for review	ADOT CPP	Completed
11.30.12	PIT submits comments on How to Participate video outlines	ALL	Ongoing
11.30.12	Draft SMCAT invitation letter submitted to PI Core team for review ²	KCA	Ongoing
Dec. 2012	DEIS SENT TO COOPERATING AGENCIES FOR REVIEW	HDR	Complete
Dec. 2012	SMCAT letter distributed to CAT organizations	KCA	Pending
12.4.12	Draft banner template to PI Core Team for review and comment	ADOT Creative Services	Complete

¹ Dependent on DEIS schedule and date of cooperating agency review
² SMCAT letter distributed concurrent with cooperating agency review

12.7.12	Comment due from PIT on How to Participate video script	ALL	Complete
12.11.12	Final banner template and branding packet to PI Core Team for review	ADOT Creative Services	Complete
12.11.12	How to Participate video comments reviewed by PI Core Team	PI Core Team	Complete
12.13.12	Prepare branding packets (including banner template) for PIT meeting	ADOT Creative Services	Complete
12.13.12	Final How to Participate video text/script to ADOT Creative Services	PI Core Team (JG lead)	Complete
12.18.12	How to Participate video storyboard presented to PI Core Team for comment	ADOT Creative Services	Complete

Draft Videos Schedule

Due Date	Deliverable/Action	Responsible Party	Status
1.8.13	Draft How to Participate video presented to PI Core Team for review and comment	ADOT Creative Services	Pending
1.8.13	Draft Hearing video script/storyboard provided to HDR for review	Jacobs	Complete
1.11.13	How to Participate video presented to the PIT for comment	PI Core Team	Pending
1.15.13	Revised Draft Hearing script/storyboard to PI Core team for review and comment	Jacobs	Complete
1.22.13	Finalize How to Participate video (pending hearing date)	ADOT Creative Services	
1.25.13	Hearing Video storyboard/script to PIT for review and comment	Jacobs	Complete
2.8.13	PIT comments on Hearing video due	ALL	Complete
2.12.13	Present Final Draft Hearing Video to PI Core Team	PI Core Team	Complete
2.15.13	Final Hearing video script to ADOT Creative Services	Jacobs	
2.26.13	Draft Hearing Video storyboard presented to PI Core Team for comment	ADOT Creative Services	
3.26.13	Draft Hearing Video presented to PI Core Team	ADOT Creative Services	
4.4.13	Video on ADOT FTP Site for PIT review	ADOT Creative Services	
4.5.13	Hearing Video presented to PIT for review and comment	PI Core Team	
4.12.13	Final comments on Hearing Video due from PIT	ALL	
4.16.13	Final comments due from PI Core Team to ADOT Creative Services on Public Hearing Video	PI Core Team	
4.30.13	Revised video presented to PI Core Team meeting	ADOT Creative Services	
5.3.13	Revised video presented to PIT for approval	PI Core Team	
5.10.13	Incorporate any last comments from PIT	ADOT Creative Services	
5.14.13	Final video presented to PI Core Team	ADOT Creative Services	

Pre-Awareness Campaign Schedule

Due Date	Deliverable	Responsible Party	Status
2.19.13	Draft Pre-Awareness Campaign Materials: <ul style="list-style-type: none">Study fact sheet text outlining how to participate, with general study info to PI Core Team for reviewEmail/address registration cardsTable skirt and sign?	ADOT C/Creative Services	
2.22.13	Draft Study Fact sheet and register cards to ADOT Creative Services for layout	ADOT C/Creative Services	
3.1.13	Confirm locations of Public Awareness Campaign, complete draft plan	ADOT C	
3.1.13	Draft layout of fact sheet and register card sent to PI Core Team for review and comment	ADOT Creative Services	
3.5.13	Comments provided to Creative Services on fact sheet and register card	PI Core Team	
3.7.13	Submit final Draft Fact sheet and register card to PI Core team for PIT meeting review	ADOT Creative Services	
3.8.13	Submit Final Draft Fact sheet and register card to PIT for review	PI Core Team	
3.15.13	PIT submits comments on Fact Sheet and Card	PIT	
3.19.13	PI Core Team reviews PIT comments	ALL	
3.21.13	Submit final fact sheet and register card to PI Core Team	ADOT Creative Services	
3.22.13	Present final fact sheet and register card to PIT	PI Core Team	
4.5.13	Print all materials for events	ADOT C	

Public Hearing Banner Schedule

Due Date	Deliverable	Responsible Party	Status
3.8.13	Draft banner text/images created by HDR/Jacobs Team	HDR/Jacobs (J. Allen)	
3.15.13	Comments due from HDR/Jacobs on banner text/images	HDR/Jacobs (J. Allen)	
3.19.13	Banner text/images to PI Core Team for review and comment	Jacobs/HDR	
3.26.13	Comments submitted on banners	PI Core team	
4.2.13	Final Banner Text due to ADOT Creative Services for layout	Jacobs/HDR	
4/9-4/30	Draft banners submitted to PI Core for review and comment on a rolling basis when ready	ADOT Creative Services	
5/3/13	Draft banners submitted to PIT for review	PI Core Team	
5/10/13	PIT submits comments on banners	PIT	

5/21/13	Submit revised banners to PI Core Team for review	ADOT Creative Services
5.22.13	Notice of Availability (start of 90-day comment period)	FHWA
5/31/13	Submit final banners to PIT	PI Core Team

Public Hearing Materials

Due Date	Deliverable/Action	Responsible Party	Status
	Following items (PI Materials) submitted for PIT review: <ul style="list-style-type: none">handouts/hearing guidenewspaper adspostcardfact sheet, FAQstalking pointscomment formpress releasehotline scriptsocial media textweb site text (including online hearing)	PI Core Team	
	PIT provides edits on PI materials	ALL	
	Upon approval, translate appropriate print materials into Spanish	HDR/ADOT C	
	Create public hearing facility/room layout	HDR	
	Arrange security, Copper Square Ambassadors, and determine contingency planning	HDR	
	Identify Spanish interpreters for public hearing	HDR/ADOT C	
	Update web site and create test pages	ADOT C/ITG	
	Post Pre-DEIS information on website	ADOT C	
	Arrange court reporters	HDR	
	Begin coordination with elected officials, agency staff	ADOT C & MAG	
	Compile draft media kits	ADOT C	
	Updated web site is live	ADOT C/ITG	
	Create media kits and begin media coordination efforts	ADOT C & MAG	
	Issue radio public service announcements and press releases	ADOT C	
	Begin outreach using social media	ADT C	
	Public Hearing 101 video available on study web site	ADOT C	
	Pre-registration for speaker comments available on study web site and hotline	HDR/ADOT C	
	Finalize stakeholder and public mailing list	HDR	

	Print public hearing postcards	ADOT C
	Submit meeting ads to newspapers (need at least 14-days notice in newspaper per NEPA)	HDR/ADOT C
	Finalize staff meeting attendance, create name tags	HDR/ADOT C

4 Weeks

Due Date	Deliverable/Action	Responsible Party	Status
	Notify local police about public hearing	ADOT C	
	Confirm off-duty officers and Copper Square Ambassadors	HDR	
	Finalize all meeting materials	HDR/ADOT C	
	Mail public hearing postcards	HDR/ADDOT CCP	
	Pre-public hearing planning and final review meeting	HDR	
	Finalize hearing logistics, including site visit	HDR	

1 Week

Due Date	Deliverable/Action	Responsible Party	Status
	Print all meeting materials	ADOT C/HDR	
	Conduct staff prep and briefing	HDR/ADOT	
	Secure all necessary supplies for public hearing	HDR	
	Create additional media packets	ADOT C	

Day of Public Hearing

Due Date	Deliverable/Action	Responsible Party	Status
	Place hearing materials on web site	ADOT C	
	Attend public hearing		

Post Public Hearing Tasks

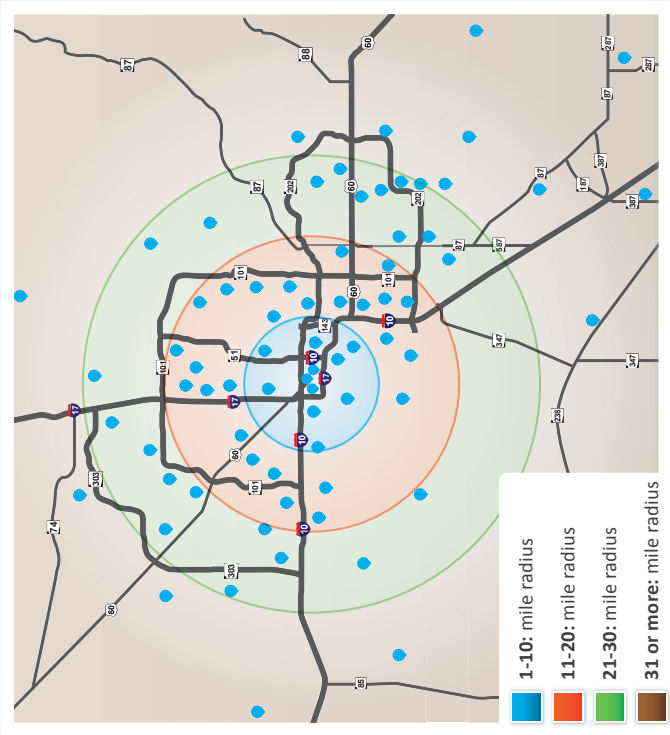
Due Date	Deliverable/Action	Responsible Party	Status
	Update web site and hotline (remove speaker registration feature)	ADOT C/HDR	
	Comment response management	HDR	
	Update public database with hearing attendees	HDR	
	Attend add'l community kiosks (within 90-day public comment period)	All	

Appendix B: Results of Public Opinion Survey

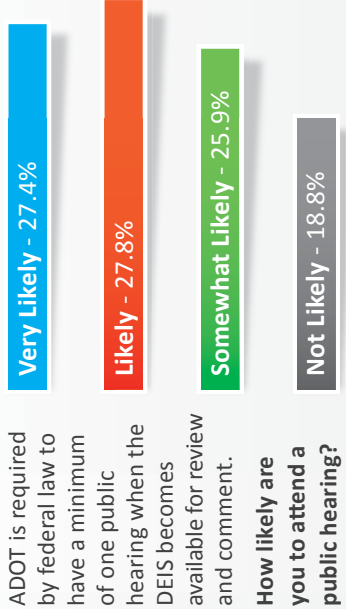
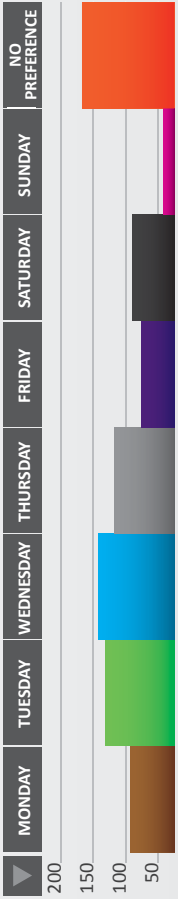
South Mountain Survey Results as of 8/20/12

South Mountain Public Participation Map
Based on the zip codes provided by the survey participants, the following locations are represented.

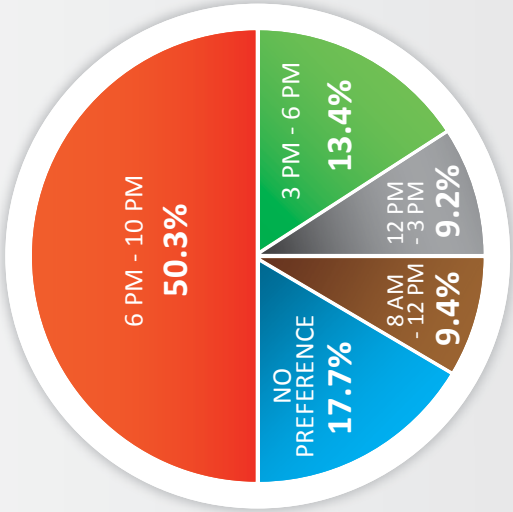
Zip codes not pictured:
85942
85501
85749
85650



On what day(s) of the week would you prefer a public hearing to occur?
Check all that apply:

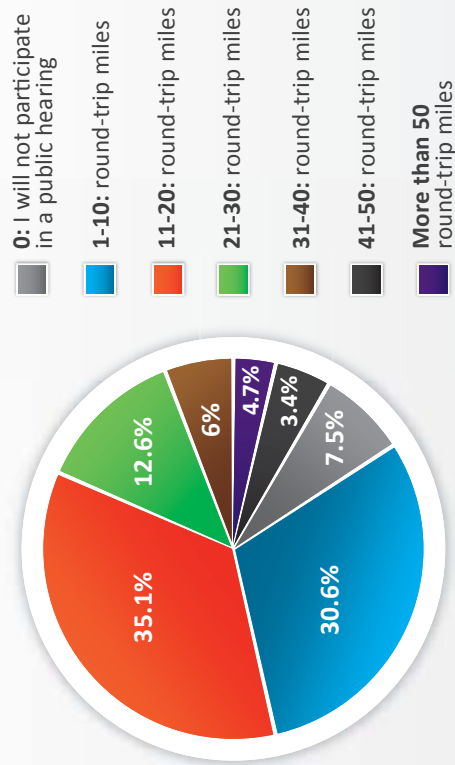


What time of day do you prefer a public hearing to occur?

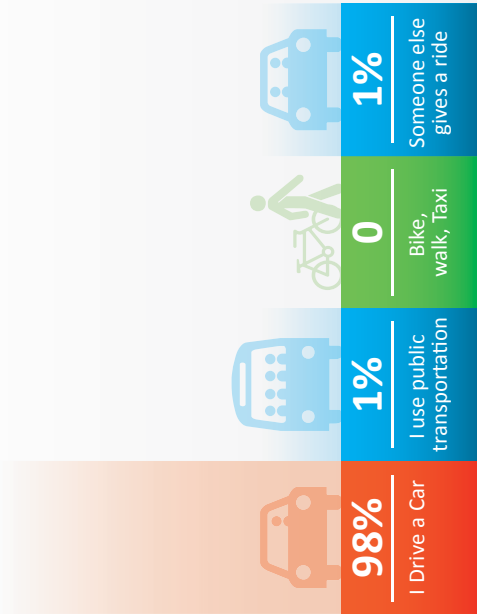


South Mountain Survey Results as of 8/20/12

How many round-trip miles are you willing to travel to participate in a public hearing?



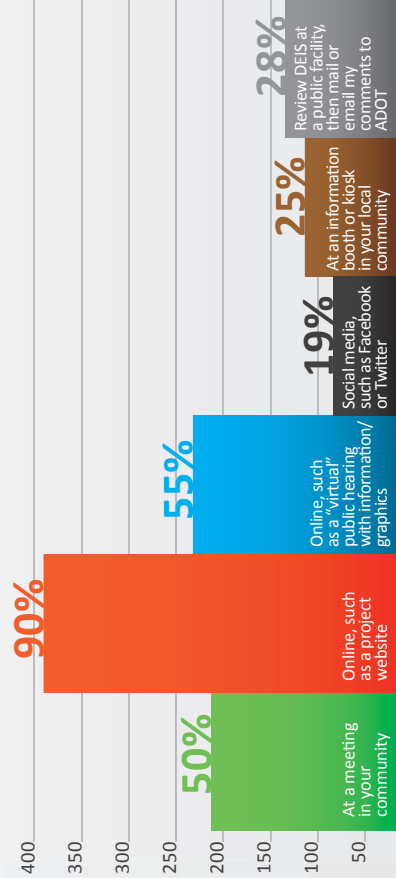
What is your primary mode of travel?



If you had the opportunity to review the DEIS and provide your comments in a format other than a formal public hearing, would you do so?



If you answered "Yes" to the question on the left, please check all that apply.



12-394

Appendix C: Media Alerts and Press Releases



For Immediate Release: April 22, 2013
Contact: ADOT Public Information Office
news@azdot.gov -or- 1.800.949.8057

ADOT announces ways to participate in South Mountain Freeway review
Draft environmental impact statement nears release; various opportunities available for the public to comment on the proposed new freeway

PHOENIX — As the Arizona Department of Transportation prepares to release the draft environmental impact statement for the South Mountain Freeway (Loop 202), a range of participation options are being prepared to make the document accessible and public comments easy to submit.

ADOT, the Maricopa Association of Governments and the Federal Highway Administration continue to evaluate the proposed South Mountain Freeway, analyzing the engineering options and potential environmental impacts. The draft environmental impact statement will contain the results of this analysis, and is expected to be released for public review and comment on April 26.

The draft environmental document and design concept report will be available for download at azdot.gov/SouthMountainFreeway or available for review at these Valley locations for a 90-day period starting April 26:

- Phoenix Public Library – Ironwood Branch, 4333 E. Chandler Blvd., Phoenix, 602.262.4636
- Phoenix Public Library – Burton Barr Central Library, 1221 N. Central Ave., Phoenix, 602.262.4636
- FedEx Office Print and Ship Center, 4940 E. Ray Road, Phoenix, 480.893.0700
- Sam Garcia Western Avenue Library, 495 E. Western Ave., Avondale, 623.333.2665
- Tolleson Public Library, 9555 W. Van Buren St., Tolleson, 623.936.2746
- ADOT Environmental Planning Group, 1611 W. Jackson St., Phoenix, 602.712.7767, Call for appointment

The proposed South Mountain Freeway has been a critical part of the Maricopa Association of Governments’ Regional Freeway Program since it was first included in funding through Proposition 300 approved by Maricopa County voters in 1985. The freeway was also part of the Regional Transportation Plan funding passed by Maricopa County voters in 2004 through Proposition 400.

The South Mountain Freeway is the last piece to complete the Loop 202 and Loop 101 freeway system necessary for high-quality regional mobility, according to the project’s engineers.

The public will be able to provide comments in a variety of ways during the 90-day public comment period, including attending a public hearing scheduled for 10 a.m. to 8 p.m. May 21 at the Phoenix Convention Center, and providing input by email (projects@azdot.gov), online (azdot.gov/SouthMountainFreeway), via phone (602.712.7006), or by mail to the South Mountain Study Team, 1655 W. Jackson St. MD 126F, Phoenix, AZ 85007.

The 90-day public review window is twice the amount of time required under federal law. Public comments must be submitted by July 24.

Following review of the draft environmental impact statement, the project’s study team will incorporate input gained from comments to produce the final environmental impact statement. This final document will have a 60-day public review period.

If approved, funding to begin construction of the South Mountain Freeway is available as soon as 2015, according to the state’s Five-Year Transportation Facilities Construction Program.

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For Immediate Release: April 26, 2013
Contact: ADOT Public Information Office
news@azdot.gov -or- 1.800.949.8057

South Mountain Draft Environmental Impact Statement now available
90-day public review process begins today; public hearing May 21

PHOENIX — The Arizona Department of Transportation and the Federal Highway Administration today released the Draft Environmental Impact Statement for the proposed South Mountain Freeway, launching a 90-day public review period that will feature a day-long public hearing on May 21.

The draft environmental document can be found on the project website — azdot.gov/SouthMountainFreeway — and at the following locations in the community:

- Phoenix Public Library – Ironwood Branch, 4333 E. Chandler Blvd., Phoenix
- Phoenix Public Library – Burton Barr Central Library, 1221 N. Central Ave., Phoenix
- FedEx Office Print and Ship Center, 4940 E. Ray Road, Phoenix
- Sam Garcia Western Avenue Library, 495 E. Western Ave., Avondale
- Tolleson Public Library, 9555 W. Van Buren St., Tolleson
- ADOT Environmental Planning Group, 1611 W. Jackson St., Phoenix (call 602.712.7767 for appointment)

The six-chapter document covers potential impacts from building or not building a freeway, coordination with the Gila River Indian Community, purpose and need for a new freeway, alternatives studied and public outreach efforts since the study was launched in 2001.

The proposed South Mountain Freeway has been a critical part of the Maricopa Association of Governments’ Regional Freeway Program since it was first included in funding through Proposition 300 approved by Maricopa County voters in 1985. The freeway was also part of the Regional Transportation Plan funding passed by Maricopa County voters in 2004 through Proposition 400.

The South Mountain Freeway is the last piece to complete the Loop 202 and Loop 101 freeway system necessary for high-quality regional mobility, according to the project’s engineers.

The public will be able to provide comments in a variety of ways during the 90-day public comment period:

- Attending a public hearing scheduled for 10 a.m. to 8 p.m. on May 21 at the Phoenix Convention Center
- Providing input by email at projects@azdot.gov
- Submitting online comments at azdot.gov/SouthMountainFreeway
- Calling 602.712.7006
- Mailing comments to the South Mountain Study Team, 1655 W. Jackson St. MD 126F, Phoenix, AZ 85007

The 90-day public review window is twice the amount of time required under federal law. Public comments must be submitted by July 24.

Following review of the draft environmental impact statement, the project’s study team will incorporate input gained from comments to produce the final environmental impact statement. This final document will have a 60-day public review period. A record of decision is expected in 2014.

ADOT Office of Public Information • 206 South 17th Avenue • Phoenix, Arizona 85007

Construction of the South Mountain Freeway, if approved, could begin as soon as 2015. The eight-lane freeway would run from I-10 in the West Valley along 59th Avenue, cut across the southwest corner of South Mountain Park and connect with Pecos Road on the south side of Ahwatukee to connect with I-10 and the Loop 202 Santan Freeway. The 22- to 24-mile-long freeway has a \$1.9 billion budget, allocated through voter-approved transportation funds as outlined in the Maricopa Association of Governments’ Regional Transportation Plan.

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ADOT Office of Public Information • 206 South 17th Avenue • Phoenix, Arizona 85007



For Immediate Release: May 8, 2013
Contact: ADOT Public Information Office
news@azdot.gov -or- 1.800.949.8057

South Mountain Freeway Public Hearing Set for May 21
All-day hearing to be held at Phoenix Convention Center

PHOENIX — A day-long public hearing will be held May 21 on the draft environmental impact statement for the South Mountain Freeway (Loop 202), providing members of the public with an opportunity to learn more about the proposed new freeway and provide formal comments.

The public hearing will be conducted from 10 a.m. to 8 p.m. on May 21 in the North Ballroom at the Phoenix Convention Center, 100 North Third Street in Phoenix.

Transit vouchers and validated Convention Center parking will be available. ADOT will also offer free shuttle service with pickup locations in the Gila River Indian Community (Komatke and Sacaton), Tolleson, Ahwatukee Village, Estrella Village and Laveen Village to help interested residents attend the meeting. For information on the shuttle bus service, including exact pickup locations, please call 602.712.7006.

The public hearing will include a gallery of informational displays that provide an overview of each section of the draft environmental impact statement. In addition, copies of the draft environmental impact statement will be available for review, with members of the study team available to answer basic questions.

During the public hearing, which will occur throughout the day, members of the public can address a panel of South Mountain Freeway study team members and provide up to three minutes of verbal comments. To pre-register as a speaker during the public hearing, please call 602.712.7006.

In addition, court reporters will be available to record comments individually, with no set time limit. Forms will also be available for written comments or questions.

All comments and questions will be addressed as part of the final environmental impact statement, which is set for release in 2014. This final document will have a 60-day public review period. A record of decision is expected in 2014.

Those with comments about the proposed South Mountain Freeway don’t need to wait until the public hearing – comments are currently being accepted through July 24, via these channels:

- Providing input by email at projects@azdot.gov
- Submitting online comments at azdot.gov/SouthMountainFreeway
- Calling 602.712.7006
- Mailing comments to the South Mountain Study Team, 1655 W. Jackson St. MD 126F, Phoenix, AZ 85007

The six-chapter draft environmental impact statement covers potential impacts from building or not building a freeway, coordination with the Gila River Indian Community, purpose and need for a new freeway, alternatives studied and public outreach efforts since the study was launched in 2001.

The proposed South Mountain Freeway has been a critical part of the Maricopa Association of Governments’ Regional Freeway Program since it was first included in funding through Proposition 300 approved by Maricopa County voters in 1985. The freeway was also part of the Regional Transportation Plan funding passed by Maricopa County voters in 2004 through Proposition 400.

Funding for the South Mountain Freeway is already available in the Maricopa Association of Governments’ Regional Transportation Plan; construction of the freeway, if approved, could begin as soon as 2015. The eight-lane freeway would run from I-10 in the West Valley along 59th Avenue, cut across the southwest corner of South Mountain Park and connect with Pecos Road on the south side of Ahwatukee to connect with I-10 and the Loop 202 Santan Freeway. The 22- to 24-mile-long freeway has a \$1.9 billion budget, allocated through voter-approved transportation funds as outlined in the Regional Transportation Plan.

For more information on the draft environmental impact statement or the public hearing for the South Mountain Freeway, please visit azdot.gov/SouthMountainFreeway.

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For Media Planning: May 16
Contact: ADOT Public Information Office
news@azdot.gov -or- 1.800.949.8057

South Mountain Freeway: Information for May 21 Public Hearing

WHO: The Arizona Department of Transportation, the Federal Highway Administration and members of the public from across the Valley.

WHAT: Federally required public hearing for the proposed South Mountain Freeway.

WHEN: 10 a.m. to 8 p.m. on May 21.

WHERE: North Ballroom of the Phoenix Convention Center, 100 North Third Street in Phoenix.

WHY: The proposed South Mountain Freeway has been a critical part of the Maricopa Association of Governments’ Regional Freeway Program since it was first included in funding through Proposition 300 approved by Maricopa County voters in 1985. The freeway was also part of the Regional Transportation Plan funding passed by Maricopa County voters in 2004 through Proposition 400. Funding for the South Mountain Freeway is already available in the Maricopa Association of Governments’ Regional Transportation Plan; construction of the freeway, if approved, could begin as soon as 2015. The eight-lane freeway would run from I-10 in the West Valley along 59th Avenue, cut across the southwest corner of South Mountain Park and connect with Pecos Road on the south side of Ahwatukee to connect with I-10 and the Loop 202 Santan Freeway. The 22- to 24-mile-long freeway has a \$1.9 billion budget, allocated through voter-approved transportation funds as outlined in the Regional Transportation Plan.

VISUALS: The public hearing will include a gallery of informational displays that provide an overview of each section of the draft environmental impact statement. Copies of the draft environmental impact statement will be available for review and right-of-way maps will be displayed. During the public hearing, which will occur throughout the day, members of the public can address a panel of South Mountain Freeway study team members and provide up to three minutes of verbal comments.

INFO: Parking for live trucks is available in the pullout on Third Street south of Monroe Street. Garage parking will be validated for all attendees. The on-site contact is Tim Tait (cell: 602-501-5038).

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For Immediate Release: May 29, 2013
Contact: ADOT Public Information Office
news@azdot.gov -or- 1.800.949.8057

South Mountain Freeway community forums extend outreach opportunity
Six community forums provide opportunity to comment on proposed freeway

PHOENIX — A series of six community forums will be conducted by the Arizona Department of Transportation beginning June 4 to provide additional opportunities for members of the public to comment on the proposed South Mountain Freeway.

While these forums are not formal public hearings and will not include presentations, they will allow members of the public to view the study video, talk with technical experts about the draft environmental impact statement and provide comments to a court reporter.

Forums will be held:

- June 4, 4 p.m. to 7 p.m. at Sunridge Elementary School – Cafetorium, 6244 W. Roosevelt St. in Phoenix.
- June 18, 4 p.m. to 7 p.m. at The Foothills Golf Club – Saguaro Room, 2201 E. Clubhouse Drive in Phoenix.
- June 22, 9 a.m. to noon at the Komatke Boys and Girls Club, 5047 W. Pecos Road on the Gila River Indian Community.
- June 25, 11 a.m. to 2 p.m. at the Windmill Suites – Arizona Ballroom, 3535 W. Chandler Blvd. in Chandler.
- July 9, 4 p.m. to 7 p.m. at the Laveen Education Center – Boardroom, 5001 W. Dobbins Road in Laveen.
- July 11, 11 a.m. to 2 p.m. at the Hilton Garden Inn Phoenix/Avondale – Ballroom, 11460 W. Hilton Way in Avondale.

These community forums provide an opportunity beyond the formal public hearing, which was held May 21, for members of the public from across the region to learn more about the project and provide comments for the formal record.

All comments and questions will be addressed as part of the final environmental impact statement, which is set for release in 2014. This final document will have a 60-day public review period. A record of decision from the Federal Highway Administration is expected in 2014.

Those with comments about the proposed South Mountain Freeway don’t need to wait until a community forum – comments are currently being accepted through July 24, via these channels:

- Providing input by email at projects@azdot.gov
- Submitting online comments at azdot.gov/SouthMountainFreeway
- Calling 602.712.7006
- By mail to the South Mountain Study Team, 1655 W. Jackson St. MD 126F, Phoenix, AZ 85007

The six-chapter draft environmental impact statement covers potential impacts from building or not building a freeway, coordination with the Gila River Indian Community, purpose and need for a new freeway, alternatives studied and public outreach efforts since the study was launched in 2001.

The proposed South Mountain Freeway has been a critical part of the Maricopa Association of Governments’ Regional Freeway Program since it was first included in funding through Proposition 300 approved by Maricopa County voters in 1985. The freeway was also part of the Regional Transportation Plan funding passed by Maricopa County voters in 2004 through Proposition 400.

Funding for the South Mountain Freeway is already available in the Maricopa Association of Governments’ Regional Transportation Plan; construction of the freeway, if approved, could begin as soon as 2015. The eight-lane freeway would run from I-10 in the West Valley along 59th Avenue, cut across the southwest corner of South Mountain Park, and connect with Pecos Road on the south side of Ahwatukee to connect with I-10 and the Loop 202 Santan Freeway. The 22- to 24-mile-long freeway has a \$1.9 billion budget, allocated through voter-approved transportation funds as outlined in the Regional Transportation Plan.

For more information on the draft environmental impact statement or the community forums for the South Mountain Freeway, please visit azdot.gov/SouthMountainFreeway.

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For Immediate Release: July 9, 2013
Contact: ADOT Public Information Office
news@azdot.gov -or- 1.800.949.8057

South Mountain Freeway public comment window nears end
July 24 marks end of 90-day comment period

PHOENIX – After 90-days of public meetings and comment, the initial window for public comment on the proposed South Mountain Freeway will close on July 24.

During this 90-day comment period – twice the length required by federal law – the Arizona Department of Transportation and the Federal Highway Administration have conducted a day-long public hearing and a series of community forums to help residents learn about the proposed project, and submit formal input and questions.

All comments and questions will be addressed as part of the final environmental impact statement, which is set for release in 2014. This final document will have a 60-day public review period. A record of decision from the Federal Highway Administration is expected in 2014.

Comments on the draft environmental impact statement are currently being accepted through July 24 via these methods:

- Providing input by email at projects@azdot.gov
- Submitting online comments at azdot.gov/SouthMountainFreeway
- Calling 602.712.7006
- By mail to the South Mountain Study Team, 1655 W. Jackson St. MD 126F, Phoenix, AZ 85007

The six-chapter draft environmental impact statement covers potential impacts from building or not building a freeway, coordination with the Gila River Indian Community, purpose and need for a new freeway, alternatives studied and public outreach efforts since the study was launched in 2001.

The proposed South Mountain Freeway has been a critical part of the Maricopa Association of Governments’ Regional Freeway Program since it was first included in funding through Proposition 300 approved by Maricopa County voters in 1985. The freeway was also part of the Regional Transportation Plan funding passed by Maricopa County voters in 2004 through Proposition 400.

Funding for the South Mountain Freeway is already available in the Maricopa Association of Governments’ Regional Transportation Plan; construction of the freeway, if approved, could begin as soon as 2015. The eight-lane freeway would run from I-10 in the West Valley along 59th Avenue, cut across the southwest corner of South Mountain Park, and connect with Pecos Road on the south side of Ahwatukee to connect with I-10 and the Loop 202 Santan Freeway. The 22-mile-long freeway has a \$1.9 billion budget, allocated through voter-approved transportation funds as outlined in the Regional Transportation Plan.

For more information on the draft environmental impact statement for the South Mountain Freeway, please visit azdot.gov/SouthMountainFreeway.

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Appendix D: Fact Sheet

Fact Sheet

LOOP 202
South Mountain
Freeway Study

Introduction

The proposed Loop 202 South Mountain Freeway has been a critical part of the Maricopa Association of Governments' (MAG) Regional Freeway Program since it was first included in funding approved by Maricopa County voters in 1985. It was also part of the *Regional Transportation Plan* funding passed by Maricopa County voters in 2004 through Proposition 400. The proposed freeway is a key component of the region's adopted multimodal transportation plan and the Regional Freeway and Highway System and is the last piece to complete the Loop 202 system. Additionally, the Loop 202 South Mountain Freeway provides an important link between the southeast and southwest areas of the Valley and an alternative route to Interstate 10. Traffic volumes for the proposed freeway are expected to be in the range of 137,000 to 142,000 vehicles per day by 2030, which is comparable to current use on the Loop 101 and existing segments of Loop 202. The analysis of travel patterns shows the demand for the freeway consists of mostly regional traffic, not traffic moving through metro Phoenix.

Alternatives studied in the Draft Environmental Impact Statement

Where will the Freeway be Located?

The proposed freeway is broken up into two segments, an eastern section and a western section. The eastern section connects to I-10 adjacent to the current Loop 202 Santan Freeway, and the western section veers north to connect the freeway loop to I-10. For the eastern section, the proposed alignment follows Pecos Road. This alignment was first proposed in 1985 and affirmed in the 1988 Environmental Assessment. For the western section, the proposed freeway alignment is called the "W59 Alternative," which provides a north-south connection of the South Mountain to I-10 near 59th Avenue. A "no build" option also is being evaluated, as required by federal law.

The configuration of the freeway is anticipated to be eight lanes (three general-purpose lanes and one high occupancy vehicle lane in each direction).

Fact Sheet

What is the Current Status?

The Arizona Department of Transportation and the Federal Highway Administration are currently finalizing a detailed evaluation of the proposed Loop 202 South Mountain Freeway through the preparation of a Draft Environmental Impact Statement, or "Draft EIS." Under federal law, the Draft EIS must address 26 factors outlined in the National Environmental Policy Act of 1969. These factors cover the entire range of environmental study, including impacts on South Mountain, wildlife, air quality, storm-water drainage, and neighborhoods.

How can the Public be Involved?

Once the Draft EIS is complete, it will be available for a 90-day public review and comment period, starting April 26, 2013, and ending on July 24, 2013. During this review and comment period, the document will be available online (azdot.gov/SouthMountainFreeway) and at public locations such as public libraries and community locations. A full listing of these locations will be available on the study website.

Formal Public Hearing Comment Process

Note that the public hearing provides the only opportunity for members of the public to make comments on the Draft EIS in front of a study team panel (within a three-minute time limit). Court reporters will also be available to take individual verbal comments; comments provided to a court reporter are not subject to the three-minute limit. Comment forms will be available for written comments.

Online Public Hearing

All of the materials presented at the public hearing, including a study video and comment forms, will be available from May 21, 2013 to July 24, 2013 at azdot.gov/SouthMountainFreeway.

There will be several opportunities for the public to provide comments on the Draft EIS. All comment methods are considered equal.

Community Forums

Community forums will be held at various locations in the study area after the public hearing. Technical staff will be at the forums to answer questions, and study materials, including the study video, will be available to view. Court reporters will be available to take individual verbal comments. Written comments can also be submitted, but no formal "hearing" will occur at these community forum meetings. Forum locations will be posted at azdot.gov/SouthMountainFreeway, emailed to the e-newsletter subscribers, and published in the newspaper and local publications.

Mail, E-mail, Phone

At anytime during the 90-day comment period, comments can be provided in the following methods:

ADOT Loop 202 South Mountain Freeway Study
1655 W. Jackson Street
MD 126F
Phoenix, Arizona, 85007

projects@azdot.gov

602.712.7006

azdot.gov/SouthMountainFreeway

PUBLIC HEARING

Tuesday, May 21, 2013

10:00 a.m. – 8:00 p.m.

Phoenix Convention Center, North Ballroom

100 N. 3rd St., Phoenix, AZ 85004

Validated parking and transit vouchers will be provided.

Public Comment Needed Here!



Members of the public are encouraged to provide comments on the Draft and Final EIS.

Appendix E: How to Participate Brochure

How to Participate

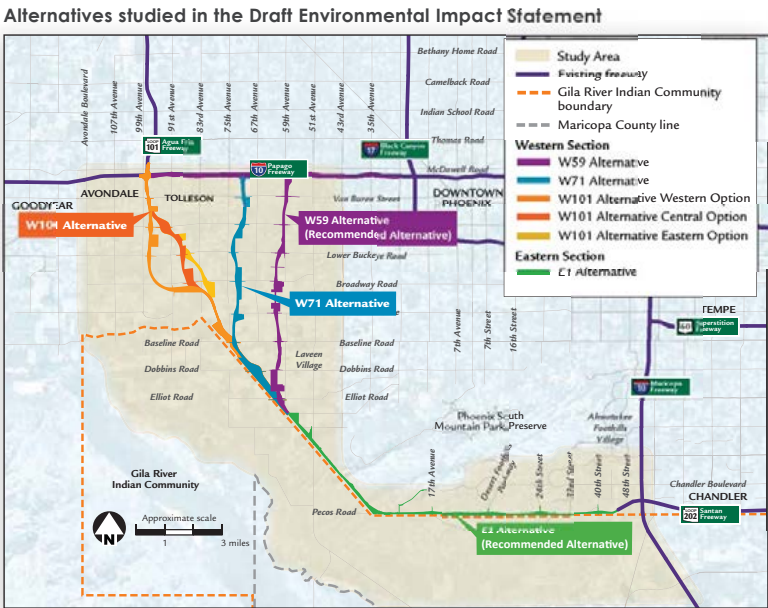
LOOP 202
South Mountain
Freeway Study

Learn more about the public input process for the Loop 202 South Mountain Freeway Study!

Study Information

The Arizona Department of Transportation and the Federal Highway Administration have finalized a detailed evaluation of the proposed freeway through the preparation of a Draft Environmental Impact Statement, or "Draft EIS."

The proposed freeway is a key component of the region's adopted multimodal transportation plan and the Regional Freeway and Highway System and is the last piece to complete the Loop 202 system.



Draft EIS Public Comment Process

The Draft EIS is available for a 90-day public comment period, starting **April 26, 2013**, and ending on **July 24, 2013**. During this comment period, the document is available online (azdot.gov/SouthMountainFreeway) and at public locations such as public libraries and community centers. A full listing of these locations is available on the study website.



Members of the public are encouraged to provide comments on the Draft and Final EIS.

LOOP 202
South Mountain
Freeway Study

Public Hearing Location

DRAFT EIS PUBLIC HEARING Tuesday, May 21, 2013 10:00 a.m. – 8:00 p.m.

**Phoenix Convention Center,
North Ballroom**
100 N. 3rd St., Phoenix, AZ 85004
Validated parking and transit
vouchers will be provided.

Free Shuttle Bus Information
ADOT is offering **FREE** shuttle bus service to and from the Public Hearing at the Phoenix Convention Center from six Valley locations. Service will be provided throughout the day on May 21, 2013.
For more information, please call 602.712.7006



Formal Public Hearing Comment Process

Note that the public hearing provides the only opportunity for members of the public to make comments on the Draft EIS in front of a study team panel (within a three-minute time limit). Court reporters will also be available to take individual verbal comments; comments provided to a court reporter are not subject to the three-minute limit. Comment forms will be available for written comments.

Online Public Hearing

All of the materials presented at the public hearing, including a study video and comment forms, will be available from May 21, 2013 to July 24, 2013 at azdot.gov/SouthMountainFreeway.

Community Forums

Community forums will be held at various locations in the study area after the public hearing. Technical staff will be at the forums to answer questions, and study materials, including the study video, will be available to view. Court reporters will be available to take individual verbal comments. Written comments can also be submitted, but no formal "hearing" will occur at these community forum meetings. Forum locations will be posted at azdot.gov/SouthMountainFreeway, emailed to the e-newsletter subscribers, and published in the newspaper and local publications.

Mail, E-mail, Phone

At anytime during the 90-day comment period, comments can be provided in the following methods:

ADOT Loop 202 South Mountain Freeway Study
1655 W. Jackson Street
MD 126F
Phoenix, Arizona, 85007

projects@azdot.gov

602.712.7006

azdot.gov/SouthMountainFreeway

Appendix F: DEIS Notice of Availability

claims.¹⁶ Specifically, during the jurisdictional review of Title VI complaints, OCR may seek clarification regarding the issues articulated by the complainants.¹⁷ OCR may also request interviews of complainants or request additional information from the complainants during the course of an investigation. Finally, in appropriate cases, OCR may offer complainants and recipients an opportunity to participate in Alternative Dispute Resolution concerning the matters raised in the complaint.

B. Recipients: EPA’s *Draft Investigation Guidance* states that OCR may work closely with recipients to ensure that the Agency has a complete and accurate record of all relevant information pertaining to the complaint, and a full understanding of the recipient’s position relating to the allegations.¹⁸ In order for OCR to perform the appropriate analyses, one of the most important things recipients may do as early as possible is to provide OCR with all of the information relevant to the complaint, including, but not limited to, background information, the permit application(s), monitoring data, computer modeling, other aspects of the recipient’s analysis of the application(s), and any information relating to steps the recipient took to address potential Title VI concerns. Moreover, under EPA’s Title VI regulations, OCR has the authority to obtain information from recipients and interview recipient staff.¹⁹ Full and expeditious disclosure of such information helps to facilitate resolution of Title VI complaints.²⁰ EPA’s Title VI regulations provide the recipient with several opportunities to respond to the complaint and to any OCR finding. First, the recipient may make a written submission responding to, rebutting, or denying the allegations raised in a complaint.²¹ Second, OCR may attempt to resolve the complaint informally, during which time the recipient will be able to state its position. Third, if OCR makes a preliminary finding of noncompliance with the regulations, the recipient may submit a written response within 50 calendar days of receiving the preliminary finding, demonstrating that the preliminary finding is incorrect or that compliance may be achieved

¹⁶ See *Draft Revised Investigation Guidance*, 65 FR 39,650, 39,671 (proposed June 27, 2000).
¹⁷ 40 CFR 7.120(d)(1).
¹⁸ See *Draft Revised Investigation Guidance*, 65 FR at 39,671.
¹⁹ 40 CFR 7.85(b), (f).
²⁰ In addition to considering information supplied by recipients, OCR will also evaluate information provided by complainants.
²¹ 40 CFR 7.120(d)(1)(iii).

through steps other than those recommended by OCR.²² Finally, if OCR begins the procedure to deny, annul, suspend, or terminate EPA assistance, recipients may request a hearing before an Administrative Law Judge (ALJ)²³ and, if the ALJ’s decision upholds a finding of noncompliance, the recipient may then file exceptions with the Administrator.²⁴

III. Proposed Position

EPA has evaluated its current policy and practices on the role and opportunities of complainants and recipients in complaint processing and resolution efforts. The following is intended to clarify and expand on EPA’s existing policy and practices in this regard.

EPA intends to follow these principles in the processing and resolution of Title VI complaints, as applicable and appropriate:

A. Complaint Process

1. EPA may seek clarification from the complainants during its initial review of the administrative complaint. At the time they file a complaint, complainants should provide EPA any relevant information available to them which supports their claim(s).
2. Upon acceptance of a complaint, but prior to the initiation of an investigation, EPA will offer in appropriate cases, at EPA’s expense, complainants and recipients the opportunity to engage in Alternative Dispute Resolution efforts. EPA considers the ADR process to be a viable option for complainants and recipients to address some, if not all, of the issues raised in a complaint.
3. EPA will continue its present practice of requesting additional information (e.g. interviews) from the complainants and recipients during the course of an investigation.
4. EPA will make information in its case tracking system available.

B. Informal Resolution And/Or Voluntary Compliance

EPA may, at any point prior to a preliminary finding of compliance, seek to informally resolve complaints of discrimination. Following issuance of a preliminary determination of noncompliance, EPA may enter into a voluntary compliance agreement with a recipient to resolve a complaint. Where EPA issues a preliminary finding of noncompliance, in addition to notifying the recipient,

²² 40 CFR 7.115(d)(2).
²³ 40 CFR 7.130(b)(2).
²⁴ 40 CFR 7.130(b)(3).

per the regulations, EPA intends to notify complainant of said finding.²⁵ EPA will also, at the appropriate time, notify the public of a preliminary finding of noncompliance by posting its decision on its public access Web sites.

If resolution discussions are occurring between EPA and the recipient, EPA will use its discretion, when appropriate, to engage complainants who want to provide input on potential remedies, and EPA will determine based on its discretion when such engagement may occur during the process. For instance, EPA, in appropriate cases, may request and consider complainant’s input on potential remedies for the complaint and may forward the suggested remedies to the recipient for further discussion with EPA. Alternatively, depending on the complaint, EPA may seek and consider complainant’s input on potential terms of a settlement agreement.

C. Alternative Dispute Resolution

As stated above, EPA considers the ADR process to be a viable option for complainants and recipients to address some, if not all, of the issues raised in Title VI complaints. As appropriate, EPA may offer the complainant and the recipient an opportunity to engage in the ADR process at any stage in the complaint process, even if an investigation has started.

Dated: April 16, 2013.
Diane E. Thompson,
Chief of Staff, Office of the Administrator.
[FR Doc. 2013–09922 Filed 4–25–13; 8:45 am]
BILLING CODE 6560–50–P

ENVIRONMENTAL PROTECTION AGENCY

[ER–FRL–9008–8]

Environmental Impacts Statements; Notice of Availability

Responsible Agency: Office of Federal Activities, General Information (202) 564–7146 or <http://www.epa.gov/compliance/nepa/>.
Weekly receipt of Environmental Impact Statements Filed 04/15/2013 Through 04/19/2013 Pursuant to 40 CFR 1506.9.

Notice

Section 309(a) of the Clean Air Act requires that EPA make public its comments on EISs issued by other Federal agencies. EPA’s comment letters

²⁵ When preliminary finding has been made and the EPA is engaging in voluntary compliance in accordance with 40 CFR 7.115(d), EPA retains the discretion to contact the Recipient first.

on EISs are available at: <http://www.epa.gov/compliance/nepa/eisdata.html>.

SUPPLEMENTARY INFORMATION: Due to EPA's agency-wide furlough day on Friday, May 24th and the Federal holiday on Monday, May 27th, all EISs must be filed with EPA by Thursday, May 23rd by 5:00 p.m. eastern time for publication under a Notice of Availability in the **Federal Register** for Friday, May 31st.

EIS No. 20130100, Draft EIS, USACE, CA, Placer Vineyards Specific Plan (SPK-1999-00737), Comment Period Ends: 06/10/2013, Contact: William Ness 916-557-5268.

EIS No. 20130101, Final EIS, BLM, NV, Proposed Sloan Hills Competitive Mineral Material Sales, Review Period Ends: 05/28/2013, Contact: Shonna Dooman 702-515-5174.

EIS No. 20130102, Final EIS, BLM, WY, Gateway West Transmission Line Project, Wyoming and Idaho, Review Period Ends: 06/28/2013, Contact: Walt George 307-775-6116.

EIS No. 20130103, Final EIS, NMFS, 00, Amendment 5 to the Atlantic Herring Fishery Management Plan, Review Period Ends: 05/28/2013, Contact: Carrie Nordeen 978-281-9272.

EIS No. 20130104, Draft EIS, FHWA, AZ, South Mountain Freeway (Loop 202), Interstate 10 (Papago Freeway) to Interstate 10 (Maricopa Freeway), Comment Period Ends: 07/24/2013, Contact: Alan Hansen 602-382-8964.

EIS No. 20130105, Draft EIS, FHWA, TX, US 281 from Loop 1604 to Borgfeld, Comment Period Ends: 07/01/2013, Contact: Mr. Salvador Deocampo 512-536-5950.

EIS No. 20130106, Final EIS, NMFS, 00, Amendment 5a to the 2006 Consolidated Highly Migratory Species Fishery Management Plan, Review Period Ends: 05/28/2013, Contact: Peter Cooper 301-427-8503.

EIS No. 20130107, Final EIS, NRCS, WY, Henrys Fork Salinity Control Project Plan and Irrigation Improvements, Review Period Ends: 05/28/2013, Contact: Astrid Martinez 307-233-6750.

EIS No. 20130108, Final EIS, USA, HI, Construction and Operation of a Platoon Battle Course at Pohakuloa Training Area, Review Period Ends: 05/28/2013, Contact: Linda B. McDowell 210-466-1593.

Dated: April 23, 2013.

Cliff Rader,
Director, NEPA Compliance Division, Office of Federal Activities.
[FR Doc. 2013-09951 Filed 4-25-13; 8:45 am]
BILLING CODE 6560-50-P

EXPORT-IMPORT BANK

Postponement Notice of Open Special Meeting of the Sub-Saharan Africa Advisory Committee of the Export-Import Bank of the United States (Ex-Im Bank)

SUMMARY: The Sub-Saharan Africa Advisory Committee was established by Public Law 105-121, November 26, 1997, to advise the Board of Directors on the development and implementation of policies and programs designed to support the expansion of the Bank's financial commitments in Sub-Saharan Africa under the loan, guarantee, and insurance programs of the Bank. Further, the Committee shall make recommendations on how the Bank can facilitate greater support by U.S. commercial banks for trade with Sub-Saharan Africa.

Postponement: The Sub-Saharan Africa Advisory Committee of the Export-Import Bank of the United States must postpone its Tuesday, April 30, 2013, Open Special Meeting until further notice.

FOR FURTHER INFORMATION CONTACT: For further information, contact Exa Richards, 811 Vermont Avenue NW., Washington, DC 20571, (202) 565-3455.

Sharon Whitt,
Director, Information Quality and Records Management.
[FR Doc. 2013-09868 Filed 4-25-13; 8:45 am]
BILLING CODE 6690-01-P

FEDERAL COMMUNICATIONS COMMISSION

Information Collection Being Reviewed by the Federal Communications Commission Under Delegated Authority

AGENCY: Federal Communications Commission.

ACTION: Notice; request for comments.

SUMMARY: As part of its continuing effort to reduce paperwork burden and as required by the Paperwork Reduction Act (PRA) of 1995 (44 U.S.C. 3501-3520), the Federal Communications Commission invites the general public and other Federal agencies to take this opportunity to comment on the following information collection(s). Comments are requested concerning whether the proposed collection of information is necessary for the proper performance of the functions of the Commission, including whether the information shall have practical utility; the accuracy of the Commission's burden estimate; ways to enhance the

quality, utility, and clarity of the information collected; ways to minimize the burden of the collection of information on the respondents, including the use of automated collection techniques or other forms of information technology; and ways to further reduce the information burden for small business concerns with fewer than 25 employees.

The FCC may not conduct or sponsor a collection of information unless it displays a currently valid OMB control number. No person shall be subject to any penalty for failing to comply with a collection of information subject to the Paperwork Reduction Act (PRA) that does not display a valid OMB control number.

DATES: Written Paperwork Reduction Act (PRA) comments should be submitted on or before June 25, 2013. If you anticipate that you will be submitting PRA comments, but find it difficult to do so within the period of time allowed by this notice, you should advise the FCC contact listed below as soon as possible.

ADDRESSES: Submit your PRA comments to Nicholas A. Fraser, Office of Management and Budget, via fax at 202-395-5167 or via Internet at Nicholas.A.Fraser@omb.eop.gov and to Judith B. Herman, Federal Communications Commission, via the Internet at judith-b.herman@fcc.gov. To submit your PRA comments by email send them to: PRA@fcc.gov.

FOR FURTHER INFORMATION CONTACT: Judith B. Herman, Office of Managing Director, (202) 418-0214.

SUPPLEMENTARY INFORMATION:

Form Number: N/A.

Type of Review: Extension of a currently approved collection.

Respondents: Business or other for-profit entities.

Number of Respondents: 70 respondents; 70 responses.

Estimated Time per Response: 4 hours.

Frequency of Response: Recordkeeping requirement and on occasion reporting requirement.

Obligation to Respond: Required to obtain or retain benefits. Statutory authority for this information collection is contained in 47 U.S.C. sections 154(i) and 309(j) of the Communications Act of 1934, as amended.

Total Annual Burden: 280 hours.

Total Annual Cost: \$42,400.

Privacy Impact Assessment: N/A.

Needs and Uses: The Commission is seeking OMB approval for an extension of this information collection in order to obtain the full three year approval from them. There are no changes to the

Appendix G: DEIS Distribution to Agencies

South Mountain Freeway Draft Environmental Impact Statement - Distribution List

Last	First	Organization	Department	Address	City	State	ZIP	Email	CDs	Notes
FEDERAL AGENCIES										
Deltering	Thomas	Federal Highway	Arizona Division	4000 N. Central Ave., Suite 1500	Phoenix	AZ	85012-	thomas.deitering	1	Hand Deliver
Hansen	Alan	Federal Highway	Arizona Division	4000 N. Central Ave., Suite 1500	Phoenix	AZ	85012-		1	Hand Deliver
Yedlin	Rebecca	Federal Highway	Arizona Division	4000 N. Central Ave., Suite 1500	Phoenix	AZ	85012-	rebecca.yedlin@	1	Hand Deliver
Tucker	Kathleen	U.S. Army Corps of Engineers		3636 N. Central Ave., Suite 900	Phoenix	AZ	85012	kathleen.a.tucker@usace.army.mil	1	Plus 1 hard copy
Adams	Craig	U.S. Bureau of Indian		PO Box 8	Sacaton	AZ	85247	Craig.Adams@bia	1	Plus 1 hard
Crain	Matt	U.S. Bureau of Indian		PO Box 8	Sacaton	AZ	85247	matt.crain@bia.g	1	
Federico	Rosalinda	U.S. Bureau of Indian		PO Box 8	Sacaton	AZ	85247	Rosalinda.Federic	1	
Maxwell	Bob	U.S. Bureau of Indian		PO Box 8	Sacaton	AZ	85247	bob.maxwell@bi	1	
Martinez	Cecilia	U.S. Bureau of Indian		PO Box 8	Sacaton	AZ	85247	Cecilia.martinez	1	
Cristelli	Carla	Western Area Power Administration		PO Box 6457	Phoenix	AZ	85005	cristelli@wapa.gov	1	Plus 1 hard copy
Donnelly	Carolynn	Western Area Power Administration		PO Box 6457	Phoenix	AZ	85005	Donnelly@wapa.gov	1	
Herndon	Jessica	Western Area Power Administration		PO Box 6457	Phoenix	AZ	85005	Herndon@wapa.gov	1	
Holt	John	Western Area Power Administration		PO Box 6457	Phoenix	AZ	85005	HOLT@wapa.gov	1	
Mueller	Matt	Western Area Power Administration		PO Box 6457	Phoenix	AZ	85005	muller@wapa.gov	1	
Shields	Pam	Western Area Power Administration		PO Box 6457	Phoenix	AZ	85005	shields@wapa.gov	1	
Suazo	Raymond	Bureau of Land	Arizona State Office	One North Central Avenue, Suite 800	Phoenix	AZ	85004-		1	FHWA to
		Environmental	CMD-2, USEPA Region	75 Hawthorne St. CMD-2	San	CA	84105-		1	FHWA to
Elke	Curtis	Natural Resources Conservation Service	Arizona State Office	230 N. First Ave., Suite 509	Phoenix	AZ	85003-1733		1	FHWA to send
Chandler	Randy	U.S. Bureau of	Phoenix Area Office	6150 W. Thunderbird Rd.	Glendale	AZ	85306-		1	FHWA to
Taylor	Willie	U.S. Department of the Interior	Office of Environmental Policy	1849 C Street, NW, MS 2462	Washington	D.C.	20240			FHWA to To receive Section 4(f)
Beatty	Greg	U.S. Fish and Wildlife	Arizona Ecological	2321 W. Royal Palm Rd., Suite 103	Phoenix	AZ	85021	Greg_Beatty@fw	1	FHWA to

South Mountain Freeway Draft Environmental Impact Statement - Distribution List

Last	First	Organization	Department	Address	City	State	ZIP	Email	CDs	Notes
STATE AGENCIES										
Anderson	Darcy	Arizona Department of Transportation	Environmental Planning Group	1611 W. Jackson St., MD EM02	Phoenix	AZ	85007		1	Hand Deliver
Barnhart	Brock	Arizona Department of Transportation	Communication and Community	1655 W Jackson St. MD 126F	Phoenix	AZ	85007	BBarnhart@azdot.gov	1	Hand Deliver
Beasley	Steve	Arizona Department of Transportation	Urban Project Management	1611 W. Jackson St., MD EM01	Phoenix	AZ	85007	SBeasley@azdot.gov	1	Hand Deliver
Bleisty	Kevin	Arizona Department of Transportation	Communication and Community	206 S. 17th Ave. MD 140A	Phoenix	AZ	85007	kbleisty@azdot.gov	1	Hand Deliver
Brady	Leroy	Arizona Department of Transportation	Roadside Development Section	1611 W. Jackson St., MD EM03	Phoenix	AZ	85007	lbrady@azdot.gov	1	Hand Deliver
Burch	Paul	Arizona Department of Transportation	Pavement Design	1221 N. 21st Ave., MD 068R	Phoenix	AZ	85007	pburch@azdot.gov	1	Hand Deliver
Burdick	Matthew	Arizona Department of Transportation	Communication and Community Partnerships	206 S. 17th Ave., Room #101, MD 118A	Phoenix	AZ	85007-3212	mburdick@azdot.gov	0	Hand Deliver
Cain	Brent	Arizona Department of Transportation	Urban Operations	206 S. 17th Avenue, Room 131A, MD 102A	Phoenix	AZ	85007	bcain@azdot.gov	1	Hand Deliver
Cook	Bob	Arizona Department of Transportation		2104 S. 22nd Ave.	Phoenix	AZ	85009	bcook@azdot.gov	1	
Crandall	Dennis	Arizona Department of Transportation	Drainage Design Section	205 S. 17th Ave., MD 634E	Phoenix	AZ	85007	dcrandall@azdot.gov	1	
Davis	Linda	Arizona Department of Transportation	Historic Preservation Team	1611 W. Jackson St., MD EM02	Phoenix	AZ	85007	ldavis2@azdot.gov	1	Hand Deliver
Drost	Dale	Arizona Department of Transportation	Construction District	2140 W. Hilton Ave, MD PM65	Phoenix	AZ	85009	ddrost@azdot.gov	1	Hand Deliver
Ellis	Ralph	Arizona Department of Transportation	Environmental Planning Group	1611 W. Jackson St., MD EM02	Phoenix	AZ	85007	rellis@azdot.gov	1	Hand Deliver
Gluscevic	Rados	Arizona Department of Transportation	Traffic	1615 W. Jackson St., MD 063R	Phoenix	AZ	85007	rgluscevic@azdot.gov	1	Hand Deliver
Greenspan	Ruth	Arizona Department of Transportation	Environmental Planning Group	1611 W. Jackson St., MD EM02	Phoenix	AZ	85007		1	Hand Deliver
Grentz	Jennifer	Arizona Department of Transportation	Communication and Community Partnerships	1655 W Jackson St. MD 126F	Phoenix	AZ	85007		0	Hand Deliver
Hill	Chaun	Arizona Department of Transportation	Urban Project Management	1611 W. Jackson St., MD EM01	Phoenix	AZ	85007	shill@azdot.gov	1	Hand Deliver

South Mountain Freeway Draft Environmental Impact Statement - Distribution List

Last	First	Organization	Department	Address	City	State	ZIP	Email	CDs	Notes
Hsu	Sheng-Yeng	Arizona Department of Transportation		205 S. 17th Ave., 241, 633E	Phoenix	AZ	85007	SHsu@azdot.gov	1	Hand Deliver
Hull	Steve	Arizona Department of Transportation	Director's Office	1651 W. Jackson St., MD 121F	Phoenix	AZ	85007	shull@azdot.gov	1	Hand Deliver
Kang	Kwi-Sung	Arizona Department of Transportation	Director's Office	206 S. 17th Ave., MD 118A	Phoenix	AZ	85007	kkang@azdot.gov	1	Hand Deliver
Kliewer	Julie	Arizona Department of Transportation	State Engineer's Office	206 S. 17th Avenue, MD 172A	Phoenix	AZ	85007	jkiewer@azdot.gov	1	Hand Deliver
Marin	Merrisa	Arizona Department of Transportation	Right-of-Way	205 S. 17th Ave., MD 612E	Phoenix	AZ	85007	Mmarin@azdot.gov	1	Hand Deliver
Marino	James	Arizona Department of Transportation		2302 W. Durango St, PM02	Phoenix	AZ	85009	jmarino@azdot.gov	1	
Mathew	Velvet	Arizona Department of Transportation	Urban Project Management	1611 W. Jackson St., MD EM01	Phoenix	AZ	85007	vmathew@azdot.gov	1	
Mivshek	Tammy	Arizona Department of Transportation	Traffic	1615 W. Jackson St., MD 063R	Phoenix	AZ	85007	tmivshek@azdot.gov	1	
Nelson	John	Arizona Department of Transportation	Director's Office	206 S. 17th Ave., MD 100A					1	
Noun	Mohamed Ali	Arizona Department of Transportation	Utilities	205 S. 17th Ave., MD 618E	Phoenix	AZ	85007	MNoun@azdot.gov	1	
O'Brien	Paul	Arizona Department of Transportation	Environmental Planning Group	1611 W. Jackson St., MD EM02	Phoenix	AZ	85007	po'brien@azdot.gov	1	
Orrahood	Scott	Arizona Department of Transportation	Traffic	1615 W. Jackson St., MD 063R	Phoenix	AZ	85007	sorrahood@azdot.gov	1	
Rector	Reggie	Arizona Department of Transportation	Right-of-Way	205 S. 17th Ave., MD 612E	Phoenix	AZ	85007	RRector@azdot.gov	1	
Roehrich	Floyd	Arizona Department of Transportation	Director's Office	206 S. 17th Ave., MD 100A				froehrich@azdot.gov	1	
Salazar	Joe	Arizona Department of Transportation	Roadside Development Section	1611 W. Jackson St., MD EM03	Phoenix	AZ	85007	JSalazar@azdot.gov	1	
Samour	Rob	Arizona Department of Transportation	State Engineer's Office	206 S. 17th Avenue, Room 131A, MD 102A	Phoenix	AZ	85007	Rsamour@azdot.gov	1	
Tait	Tim	Arizona Department of Transportation	Communication and Community Partnerships	206 S. 17th Ave., Room #101, MD 118A	Phoenix	AZ	85007-3212	TTait@azdot.gov	1	
Toth	Jennifer	Arizona Department of Transportation	State Engineer's Office	206 S. 17th Avenue, Room 131A, MD 102A	Phoenix	AZ	85007		1	
Travis	Robert	Arizona Department of Transportation	Utilities	205 S. 17th Ave., MD 618E	Phoenix	AZ	85007	rtravis@azdot.gov	1	

South Mountain Freeway Draft Environmental Impact Statement - Distribution List

Last	First	Organization	Department	Address	City	State	ZIP	Email	CDs	Notes
Viboolmate	Navaphan	Arizona Department of Transportation	Bridge	205 S. 17th Ave., 241, 633E	Phoenix	AZ	85007	nviboolmate@azdot.gov	1	
Wetz	Norm	Arizona Department of Transportation	Maintenance District	206 S. 17th Ave., MD 068R	Phoenix	AZ	85007	nwetz@azdot.gov	1	
Yang	Pe-Shen	Arizona Department of Transportation	Bridge	205 S. 17th Ave., 241, 633E	Phoenix	AZ	85007	pyang@azdot.gov	1	
Voyles	Larry	Arizona Game and Fish Department		5000 W. Carefree Highway	Phoenix	AZ	85086		1	
Hickman	Vanessa	Arizona State Land Department		1616 W. Adams St.	Phoenix	AZ	85007		1	
LOCAL AGENCIES										
Andrews	Charles	City of Avondale		11465 W Civic Center Dr.	Avondale	AZ	85323	candrews@avondale.org	3	
Fitzhugh	Dave	City of Avondale		11465 W Civic Center Dr.	Avondale	AZ	85323	dfitzhugh@avondale.org	1	
Esquivel	Cato	City of Goodyear		195 N. 145th Ave., Building D	Goodyear	AZ	85338	cesquivel@goodyearaz.gov	1	
Ramirez	David	City of Goodyear		195 N. 145th Ave., Building D	Goodyear	AZ	85338	david.ramirez@goodyearaz.gov	3	
Bearup	Wiley	City of Phoenix		200 W. Washington Street, 5th Floor	Phoenix	AZ	85003		1	
Dovalina	Ray	City of Phoenix		200 W. Washington Street, 5th Floor	Phoenix	AZ	85003		3	
Harris	Myesha	City of Phoenix		200 W. Washington Street, 5th Floor	Phoenix	AZ	85003	myesha.harris@phoenix.gov	1	
Silsby	Shane	City of Phoenix		200 W. Washington Street, 5th Floor	Phoenix	AZ	85003	shane.silsby@phoenix.gov	1	
Vargas	Leticia	City of Phoenix		200 W. Washington Street, 5th Floor	Phoenix	AZ	85003	leticia.vargas@phoenix.gov	1	
Earp	Jason	City of Tolleson		9555 West Van Buren Street	Tolleson	AZ	85353	jearp@tollesonaz.org	3	

South Mountain Freeway Draft Environmental Impact Statement - Distribution List

Last	First	Organization	Department	Address	City	State	ZIP	Email	CDs	Notes
Hagen	Chris	City of Tolleson		9555 West Van Buren Street	Tolleson	AZ	85353	chagen@tollesonaz.org	1	
Medrano	Reyes	City of Tolleson		9555 West Van Buren Street	Tolleson	AZ	85353	rmedrano@tollesonaz.org	1	
Jones	Greg	Flood Control District of Maricopa County		2801 W. Durango Street	Phoenix	AZ	85009		1	
Johnson	Steven	Gila River Indian Community	Department of Transportation	P.O. Box 97	Sacaton	AZ	85247	Steven.Johnson@gric.nsn.us	1	
Lewis	Barnaby	Gila River Indian Community	Tribal Historic Preservation Officer	P.O. Box 2140	Sacaton	AZ	85147		1	
Woodson	Kyle	Gila River Indian Community	Cultural Resources Management Program	P.O. Box 2140	Sacaton	AZ	85147		1	
Mix	Rudy	Gila River Indian Community	Environmental Quality	P.O. Box 97	Sacaton	AZ	85247		1	
Blackwater	Errol	Gila River Indian Community	Land Use, Planning, and Zoning	P.O. Box 97	Sacaton	AZ	85247		1	
White	David	Gila River Indian Community	Community Manager	P.O. Box 97	Sacaton	AZ	85247		3	
Anderson	Eric	Maricopa Association of Governments		302 North 1st Avenue, Suite 300	Phoenix	AZ	85003	eanderson@azmag.gov	1	Hand Deliver
Smith	Dennis	Maricopa Association of Governments		302 North 1st Avenue, Suite 300	Phoenix	AZ	85003	dsmith@azmag.gov	1	Hand Deliver
Hazlett	Bob	Maricopa Association of Governments		302 North 1st Avenue, Suite 300	Phoenix	AZ	85003	bhazlett@azmag.gov	1	Hand Deliver
Pryor	Nathan	Maricopa Association of Governments		302 North 1st Avenue, Suite 300	Phoenix	AZ	85003	npryor@azmag.gov	1	Hand Deliver
Taft	Kelly	Maricopa Association of Governments		302 North 1st Avenue, Suite 300	Phoenix	AZ	85003	KTaft@azmag.gov	1	Hand Deliver

South Mountain Freeway Draft Environmental Impact Statement - Distribution List

Last	First	Organization	Department	Address	City	State	ZIP	Email	CDs	Notes
Hauskins	John	Maricopa County Department of Transportation		2901 W. Durango	Phoenix	AZ	85009		3	
Grote	Wulf	Valley Metro		101 North 1st Avenue, Suite 1300	Phoenix	AZ	85003	wgrote@metrolighttrail.org	1	
NONGOVERNMENTAL ORGANIZATIONS										
Wilcox	Steve	AECOM		2325 East Camelback Road	Phoenix	AZ	85016	steve.wilcox@aecom.com	1	
Lite	Jeremy	Quarles & Brady Streich Lang LLP		One South Church Avenue, Suite 1700	Tucson	AZ	85701		1	
Darling	J. Andrew	Southwest Heritage		9606 Highland View Drive	Dallas	TX	75238-1028	jadarlin@swheritage.com	1	
Haase	Dennis	VSI		729 W. Lynwood St.	Phoenix	AZ	85007		1	
SOUTH MOUNTAIN CITIZENS ADVISORY TEAM										
Acosta	Camilo	Arlington Estates HOA		2314 E. Winston Drive	Phoenix	AZ	85042	Camilo.acosta@ableone.biz	1	
Allison	LaQuinta	Gila River Indian Community		PO Box 1582	Sacaton	AZ	85247	loallison@bidc.com	1	
Bahr	Sandy	Sierra Club		202 E. McDowell Road, #277	Phoenix	AZ	85004	sandy.bahr@sierraclub.org	1	
Balm	Eric	Silverado Ranch HOA		9007 S. 49th Lane	Laveen	AZ	85339	ecbalm@yahoo.com	1	
Blostone	Chad	The Foothills HOA		14037 S. 12th Place	Phoenix	AZ	85048	ChadBlostone@cox.net	1	
Boettcher	Chris	Lakewood HOA		16005 S. 38th Street	Phoenix	AZ	85048	cpboettcher@cox.net	1	
Brossart	Diane	AZ Forward (formerly Valley Forward)		3800 North Central Ave., Suite 1010	Phoenix	AZ	85012	dbrossart@arizonafoward.org	1	
Brown	Al	Arizona Public Health Association		3321 E. Rock Wren	Phoenix	AZ	85044	albrown18@cox.net	1	
Buzinski	Mike	Calabrea HOA		3048 Glenhaven Drive	Phoenix	AZ	85045	mbuzinski@yahoo.com	1	

South Mountain Freeway Draft Environmental Impact Statement - Distribution List

Last	First	Organization	Department	Address	City	State	ZIP	Email	CDs	Notes
Calles	Jeremy	Kyrene School District		8700 S. Kyrene Road	Tempe	AZ	86284	jcalles@kyrene.org	1	
Beauchamp	Melanie	Ahwatukee Village Planning Committee		4425 E Agave Rd, #110	Phoenix	AZ	85044	Melanie@beauchampplawoffice.com	1	
Daniels	Tamala	South Mountain Village Planning Committee		3131 E. Camelback Road, #125	Phoenix	AZ	85016	tamalad@cox.net	1	
Danzeisen	Clayton	Maricopa County Farm Bureau		6829 W. Broadway Road	Phoenix	AZ	85043	cdanzeisen@prodigy.net	1	
Denis	Derrick	Foothills Reserve HOA		3002 W. Ashurst Drive	Phoenix	AZ	85045	DerrickDenis@cs.ceng.com	1	
Eastburn	Peggy	Estrella Village Planning Committee		6314 W. Fillmore Street	Phoenix	AZ	85043	peggyeastburn@hotmail.com	1	
Goodman	Michael	Phoenix Mountains Preservation Council		9001 S. 27th Street	Phoenix	AZ	85042	mpgood415@hotmail.com	1	
Hinz	Michael	Foothills Club West HOA		14850 S. 5th Avenue	Phoenix	AZ	85045	michaelhinz@cox.net	1	
Kilgore	Bryan	City of Avondale		12622 W Indianola Ave	Avondale	AZ	85392	kilgorestudios75mail@msn.com	1	
Lines	Wes	Laveen Village Planning Committee		5141 W Estrella Dr	Laveen	AZ	85339	weslines@msn.com	1	
Percharo	Nathaniel	Pecos Road/I-10 Landowners Association		P.O. Box 202	Laveen	AZ	85339		1	
Prendergast	Laurie	Laveen Citizens for Responsible Development		3600 W. Elliot	Laveen	AZ	85339	jimprendergast20@hotmail.com	1	
Starbowski	Karen	Ahwatukee Foothills Chamber of Commerce		3921 E. Tano Street	Phoenix	AZ	85044	kstarbowski@financialguide.com	1	
Stone	Timothy	Cottonfields Community HOA		P.O. Box 741	Laveen	AZ	85339	timothy1jrb@yahoo.com	1	
Thomas	Woody	Southwest Valley Chamber of Commerce		220 Ancora Drive North	Litchfield Park	AZ	85340	woodfin.thomas@gmail.com	1	
Welch	Jim	Mountain Park Ranch HOA		15425 S. 40th Place, Suite #4	Phoenix	AZ	85044	jim@mtparkranch.org	1	

South Mountain Freeway Draft Environmental Impact Statement - Distribution List

Last	First	Organization	Department	Address	City	State	ZIP	Email	CDs	Notes
Keller	Tom	KCA		4809 E. Thistle Landing Dr., Suite 100	Phoenix	AZ	85044		1	
									127	

Appendix H: Public Hearing Notification Mailer

Draft EIS Released
for Public Comment

LOOP 202
South Mountain
Freeway Study

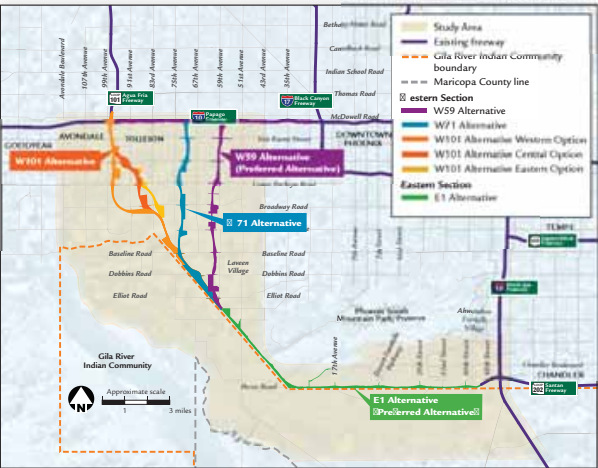
Learn about how to provide comments on the Loop 202
South Mountain Freeway Study!

Study
Information

The Arizona Department of Transportation and the Federal Highway Administration have finalized a detailed evaluation of the proposed freeway through the preparation of a Draft Environmental Impact Statement, or "Draft EIS."

The proposed freeway is a key component of the region's adopted multimodal transportation plan and the Regional Freeway and Highway System and is the last piece to complete the Loop 202 system.

Alternatives studied in the Draft Environmental Impact Statement



Draft EIS Public Comment Process

The Draft EIS is available for a 90-day public comment period, starting **April 26, 2013**, and ending on **July 24, 2013**. During this comment period, the document is available online (azdot.gov/SouthMountainFreeway) and at the following public locations:

- Phoenix Public Library
Ironwood Branch**
4333 E. Chandler Blvd.
Phoenix, AZ 85048
(602) 262-4636

**Phoenix Public Library
Burton Barr Central Library**
1221 N. Central Ave.
Phoenix, AZ 85004
(602) 262-4636
- FedEx Office
Print and Ship Center**
4940 E. Ray Rd.
Phoenix, AZ 85044
(480) 893-0700

**Sam Garcia
Western Avenue Library**
495 E. Western Ave.
Avondale, AZ 85323
(623) 333-2665
- Tolleson Public Library**
9555 W. Van Buren St.
Tolleson, AZ 85353
(623) 936-2746

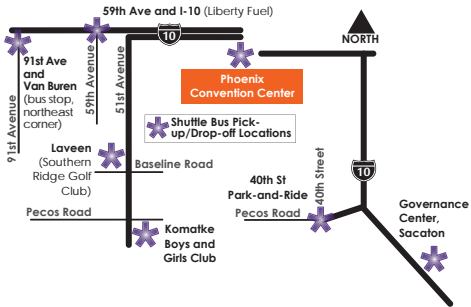
ADOT Environmental Planning Group
1611 W. Jackson St.
Phoenix, AZ 85007
(602) 712-7767
Call for appointment



Free Shuttle Bus Service to the
Public Hearing

Need a ride to the public hearing? ADOT is offering FREE shuttle bus service to and from the Public Hearing at the Phoenix Convention Center from six Valley locations. Service will be provided several times throughout the day on May 21, 2013 (see the table below for times).

For more information, please call 602.712.7006.



ROUTE	PICK UP AND DROP OFF LOCATIONS	DEPARTURE TIMES	DEPARTURE TIMES FROM CONVENTION CENTER	ARRIVAL TIMES
1	91st Ave. and Van Buren (bus pullout on northeast corner)	9:30 12:30 4:30	12:15 4:15 7:30	12:30 4:30 7:45
	59th Ave. and I-10 (southeast corner, Liberty Fuel parking lot)	9:35 12:35 4:35		12:25 4:25 7:40
2	Komatke Boys and Girls Club, 5047 W. Pecos Rd.	9:30 12:30 4:30	12:00 4:00 7:30	12:28 4:28 7:58
	Southern Ridge Golf Club, 5740 W. Baseline Rd.	9:40 12:40 4:40		12:18 4:18 7:48
3	Governance Center, 525 W. Gu u Ki, Sacaton	9:30 12:30 4:30		12:28 4:28 8:13
	40th St. and Pecos Rd. Park-and-Ride	9:55 12:55 4:55	11:45 3:45 7:30	12:03 4:03 7:48

bold indicates a.m. times



Loop 202 South Mountain
Freeway Study
1655 W. Jackson Street, MD 126F
Phoenix, Arizona, 85007

Please plan to attend
the public hearing
on May 21!



**DRAFT EIS
PUBLIC HEARING**
Tuesday, May 21, 2013
10:00 a.m. – 8:00 p.m.
**Phoenix Convention Center,
North Ballroom**
100 N. 3rd St., Phoenix, AZ 85004
Validated parking and transit
vouchers will be provided.
Free Shuttle Bus Information
ADOT is offering FREE shuttle bus service to and
from the Public Hearing.
For more information, see inside of this mailer
or call 602.712.7006

Public Hearing Location

1 North Garage
2 West Garage
3 Heritage & Science Center Garage
4 Regency Garage
5 East Garage
enotes entrance into garage
P Alternate drop-off/parking garage
LRT Light rail station

Although the hearing takes place over a 10-hour period, the same information and opportunity for comment will be available no matter what time you attend.

Persons that require a reasonable accommodation based on language or disability should contact ADOT at projects@azdot.gov or 855.712.8530. Requests should be made as early as possible to ensure the state has an opportunity to address the accommodation.

Personas que requieren asistencia o una adaptación razonable por habilidad limitada en inglés o discapacidad deben ponerse en contacto con ADOT (projects@azdot.gov or 855.712.8530). Las solicitudes deben hacerse tan pronto como sea posible para asegurar que el estado tiene la oportunidad de abordar el alojamiento.

Formal Public Hearing Comment Process

Note that the public hearing provides the only opportunity for members of the public to make comments on the Draft EIS in front of a study team panel (within a three-minute time limit). Court reporters will also be available to take individual verbal comments; comments provided to a court reporter are not subject to the three-minute limit. Comment forms will be available for written comments.

Online Public Hearing

All of the materials presented at the public hearing, including a study video and comment forms, will be available from May 21, 2013 to July 24, 2013 at azdot.gov/SouthMountainFreeway.

There are several opportunities for the public to provide comments on the Draft EIS. All comment methods are considered equal.

Community Forums

Community forums will be held at various locations in the study area after the public hearing. Technical staff will be at the forums to answer questions. Study materials, including the study video, will also be available to view. Court reporters will be available to take individual verbal comments. Written comments can also be submitted, but no formal "hearing" will occur at these community forum meetings. Forum locations will be posted at azdot.gov/SouthMountainFreeway, emailed to the e-newsletter subscribers, and published in the newspaper and local publications.

Mail, E-mail, Phone

At anytime during the 90-day comment period, comments can be provided in the following methods:

- ADOT Loop 202 South Mountain Freeway Study
1655 W. Jackson Street
MD 126F
Phoenix, Arizona, 85007
- projects@azdot.gov
- 602.712.7006
- azdot.gov/SouthMountainFreeway

Appendix I: Newspaper Advertisements

LOOP
202

You're invited!

LOOP 202 SOUTH MOUNTAIN FREEWAY STUDY

Attend a Community Forum

LOOP 202
South Mountain
Freeway Study

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) invite you to attend a community forum regarding the South Mountain Freeway Study. These meetings will provide an informal opportunity to learn more about the study and the Draft Environmental Impact Statement. At the forums, technical staff will answer questions, and study materials—including the study video—will be available to view. Court reporters will also be available to take individual verbal comments and written comments can be submitted at the forums. **No formal presentation or “hearing” will occur at these community forums.**

24

Mark Your Calendar!

► Tuesday July 9, 4 p.m.-7 p.m.

Laveen Education Center-Boardroom
5001 W. Dobbins
Laveen, AZ 85339

► Thursday July 11, 11 a.m.-2 p.m.

Hilton Garden Inn Phoenix/Avondale-
Ballroom
11460 W. Hilton Way
Avondale, AZ 85323

Draft Environmental Impact Statement Available for Public Review and Comment

On April 26, 2013, ADOT in conjunction with the FHWA published the Draft Environmental Impact Statement for the Loop 202 South Mountain Freeway Study. The Draft EIS is available for review on the study website at azdot.gov/SouthMountainFreeway. Copies of the Draft EIS are also available for review during business hours at the following locations:

- Phoenix Public Library – Ironwood Branch

4333 East Chandler Boulevard
Phoenix, AZ 85048 | 602.262.4636

Phoenix Public Library – Burton Barr Central Library

1221 North Central Avenue
Phoenix, AZ 85004 | 602.262.4636

FedEx Office Print and Ship Center

4940 East Ray Road
Phoenix, AZ 85044 | 480.893.0700

Sam Garcia Western Avenue Library

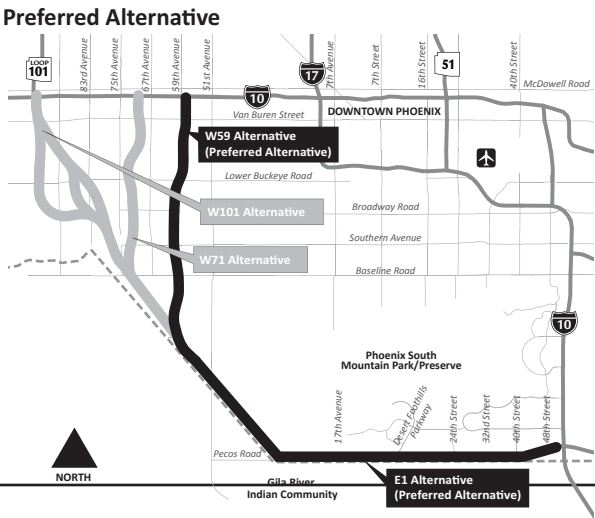
495 East Western Avenue
Avondale, AZ 85323 | 623.333.2665

Tolleson Public Library

9555 West Van Buren Street
Tolleson, AZ 85353 | 623.936.2746

ADOT Environmental Planning Group

1611 West Jackson Street
Phoenix, AZ 85007 | 602.712.7767
Call for appointment



Comment on the Draft EIS
Public comments on the Draft EIS and its findings will be accepted during a 90-day public comment period. Comments can be provided in the following methods:

- At a community forum

In writing:
ADOT
Loop 202 South Mountain Freeway Study
1655 West Jackson Street,
MD 126F
Phoenix, AZ 85007

Through the study website and online public hearing:
azdot.gov/SouthMountainFreeway

Email: projects@azdot.gov

Phone: 602.712.7006

All comment methods are considered equal. The Draft EIS public comment period will close on **July 24, 2013**. All comments received during the 90-day public comment period will be documented and responded to in the Final EIS.

LOOP
202

You're invited!

LOOP 202 SOUTH MOUNTAIN FREEWAY STUDY

Draft Environmental Impact Statement Available for Public Review and Comment

On April 26, 2013, the Arizona Department of Transportation in conjunction with the Federal Highway Administration published the **Draft Environmental Impact Statement for the Loop 202 South Mountain Freeway Study**. The Draft EIS is available for review on the study website at azdot.gov/SouthMountainFreeway. Copies of the Draft EIS are also available for review during business hours at the following locations:

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Phoenix, AZ 85048 | 602.262.4636

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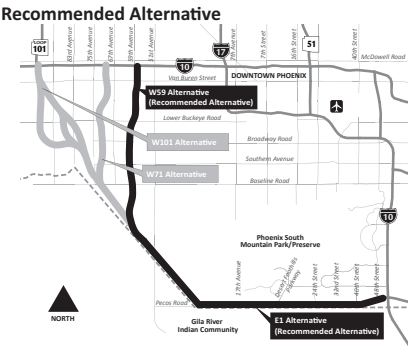
495 East Western Avenue
Avondale, AZ 85323 | 623.333.2665

Tolleson Public Library

9555 West Van Buren Street
Tolleson, AZ 85353 | 623.936.2746

ADOT Environmental Planning Group

1611 West Jackson Street
Phoenix, AZ 85007 | 602.712.7767
Call for appointment



Attend the Public Hearing - Tuesday, May 21, 2013 | 10am–8pm

Phoenix Convention Center – North Ballroom
100 North 3rd Street, Phoenix, AZ 85004

LOOP 202
South Mountain
Freeway Study

Attend the Public Hearing
As part of the Draft EIS review process, ADOT will hold **one public hearing** on the Draft EIS and accept formal public comments. Comments can be provided via comment form, verbal comments to a court reporter, and through three-minute verbal comments in front of a panel of study team members. The public hearing is the only opportunity where three-minute verbal comments can be given in front of the panel. This portion of the hearing will be held for the purpose of receiving comments. It is not intended to be a question-and-answer session.

Pre-Register to Speak
You can pre-register to speak at the hearing by calling (602.712.7006) or by registering at the public hearing. Phone registration will end at noon, Monday, May 20. After you pre-register, you can see the schedule of speakers online at azdot.gov/SouthMountainFreeway. Each speaker will be allocated up to 3 minutes to present his or her comments. Pre-registered speakers will be listed online prior to the hearing and at the public hearing.

Comment on the Draft EIS
Public comments on the Draft EIS and its findings will be accepted during a 90-day public comment period. Comments can be provided in the following methods:

- At the public hearing

In writing:
ADOT
Loop 202 South Mountain Freeway Study
1655 West Jackson Street,
MD 126F
Phoenix, AZ 85007

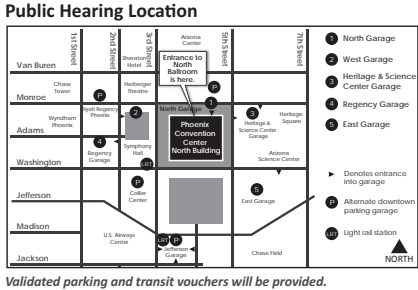
Through the study website and online public hearing:
azdot.gov/SouthMountainFreeway

Email: projects@azdot.gov

Phone: 602.712.7006

All comment methods are considered equal. The Draft EIS public comment period will close on **July 24, 2013**. All comments received during the 90-day public comment period will be documented and responded to in the Final EIS.

Si usted necesita ayuda especial para poder participar en la reunión pública, contacte al projects@azdot.gov o 855.712.8530. Las solicitudes deben hacerse lo más pronto posible para dar tiempo a organizar el alojamiento.



Free Shuttle Bus Service to the Public Hearing
Need a ride to the public hearing? ADOT is offering **FREE** shuttle bus service to and from the Public Hearing at the Phoenix Convention Center from six Valley locations:

► Tolleson

► Estrella Village

► Laveen Village

► Gila River Indian Community (2 locations)

► Ahwatukee Village

Service will be provided throughout the day on May 21, 2013. For more information, please call 602.712.7006.

If you require special assistance in order to participate in the public meeting, please contact projects@azdot.gov or 855.712.8530. Requests should be made as soon as possible to allow time to arrange the accommodation.

FOR MORE INFORMATION:
azdot.gov/SouthMountainFreeway
Project No. 202L MA 054 H5764 01L • Federal: NH-202-D(ADY)

Appendix J: Public Participation Guide



for the Loop 202 South Mountain Freeway Study
Draft Environmental Impact Statement

azdot.gov/SouthMountainFreeway
Interpretación de español disponible



Contents

Welcome	1
Common Abbreviations and Terms	2
Study Information	3
The Public Hearing	4
Overview of the Public Hearing	4
Room Layout	4
Before You Begin at the Public Hearing	5
Transit Pass Reimbursement/Convention Center Parking Validation	6
Shuttle Bus Departure Times	6
General Ground Rules	6
Public Hearing Guidelines	7
Public Comment Options	8
Online Public Hearing	8
Community Forums	8
Frequently Asked Questions	9
Attendee Registration Card	inside back cover

 azdot.gov/SouthMountainFreeway

 projects@azdot.gov

 602.712.7006

Welcome

Welcome and thank you for participating in the public comment process for the Loop 202 South Mountain Freeway Draft Environmental Impact Statement (EIS).

During the public hearing, a variety of study information is available, including a video with a visual simulation of the proposed freeway, materials summarizing the Draft EIS, and maps. In addition, technical staff is available to help answer your questions about the study and the recommendations in the Draft EIS.

During the 90-day public comment period, you have a variety of opportunities to submit comments on the Draft EIS. All comment methods are considered equal. It is important to note that however you submit your comments—whether in writing, verbally to a court reporter, or as a speaker—your comments will be considered, addressed and answered in the next document, the Final EIS.

The remainder of this guide provides information about the public hearing, including an overview of the study, definitions and acronyms used, speaker guidelines, frequently asked questions, and an attendee registration card. I hope this guide is helpful, but if you need any additional information, just ask!

Your input is very important, and we hope you will take advantage of the Draft EIS comment opportunities. The 90-day public comment period for the Draft EIS closes on **July 24, 2013**, so please submit your comments by this date.

Again, thank you for your participation.

Sincerely,

Sabri P. Chaun Hill
Project Manager
ADOT Urban Project Management Division

Key Words and Abbreviations

The following are key words and abbreviations that are used in this guide and throughout the meeting materials:

Common Acronyms

ADOT	Arizona Department of Transportation
DEIS	Draft Environmental Impact Statement
EIS	Environmental Impact Statement
FEIS	Final Environmental Impact Statement
FHWA	Federal Highway Administration
MAG	Maricopa Association of Governments
NEPA	National Environmental Policy Act

Common Terms

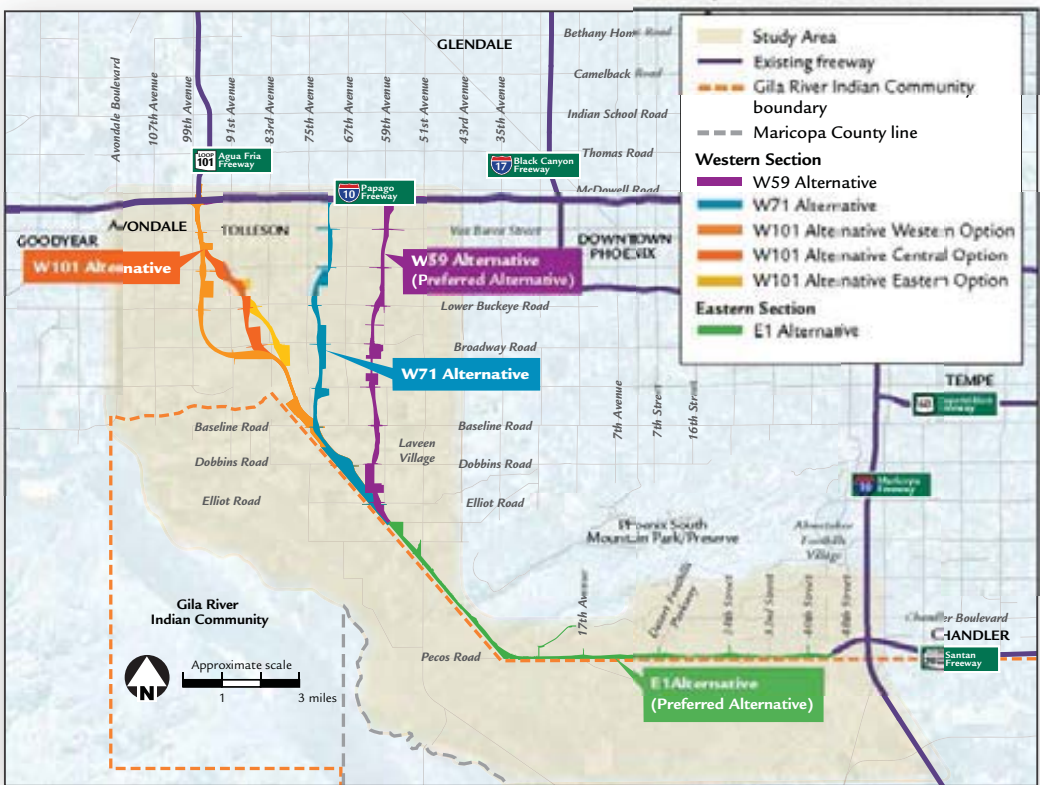
Community	Gila River Indian Community
facility	A road, such as a freeway.
proposed action	ADOT’s proposed construction and operation of the Loop 202 South Mountain Freeway in Maricopa County, Arizona.
mitigation	An action taken to reduce or eliminate an adverse impact from construction, operation, or maintenance of the proposed freeway.

Study Information

The Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) have finalized a detailed evaluation of the proposed freeway through the preparation of a Draft Environmental Impact Statement, or “Draft EIS.”

The proposed freeway is a key component of the region’s adopted multimodal transportation plan and the Regional Freeway and Highway System and is the last component needed to complete the Loop 202 system.

Alternatives studied in the Draft Environmental Impact Statement



The Public Hearing

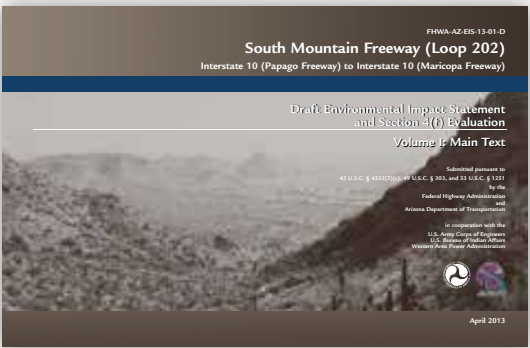
The main purpose of the South Mountain Freeway Public Hearing is to:

- present the findings of the Draft EIS.
- obtain public testimony or comment on the Draft EIS.

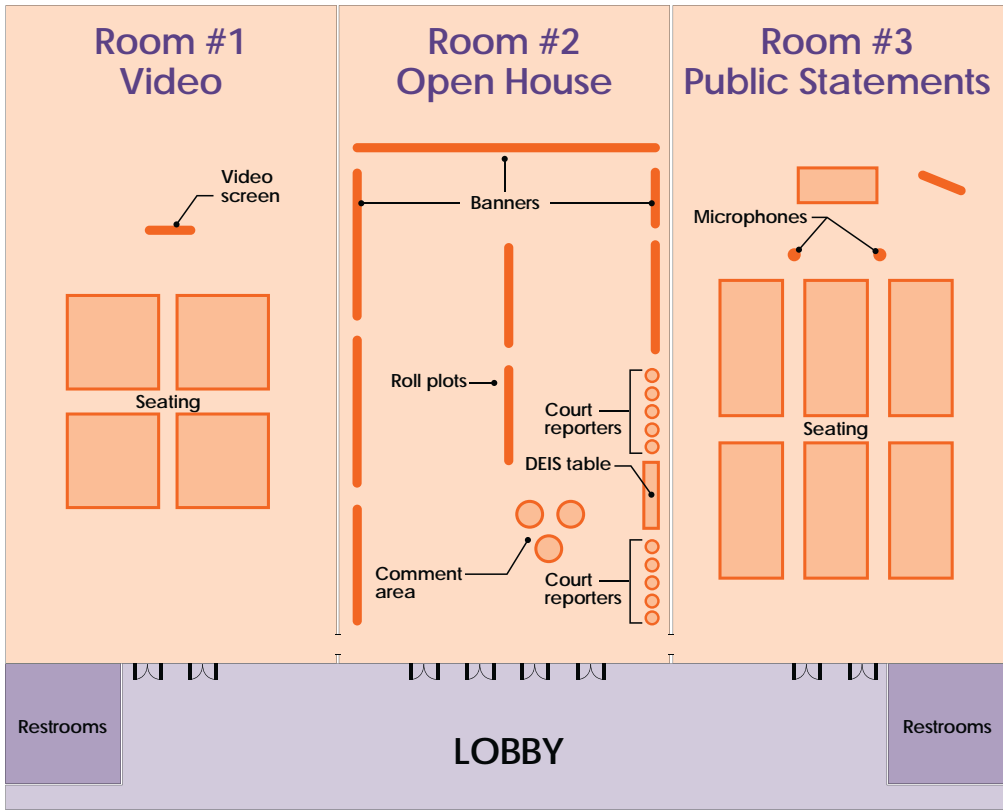
Overview of the Public Hearing

Today’s public hearing is organized into three main activities, each running continuously throughout the course of the day:

- Video
- Open House
- Public Statements



Room Layout



Monroe Street Entrance

Room #1: Video

- You are encouraged to start in Room #1.
- Watch the video to learn about the study, the Draft EIS, and view a visual simulation of the proposed freeway. This video is played continuously throughout the day.

Room #2: Open House

- View banners summarizing important elements of the Draft EIS.
- View roll plots of the proposed freeway location and right-of-way.
- Speak with a study team representative.
- Submit a verbal comment to a court reporter.
- Complete a comment form.
- Submit a comment online.
- View a copy of the Draft EIS.

Room #3: Public Statements

- Provide a 3-minute verbal comment to the panel of study team members (speakers must register).
- Listen to public comments.

Before You Begin at the Public Hearing

Attendee Registration

This is not mandatory; the registration information helps the study team track attendance and also gives you an opportunity to add your name to the study distribution list for future notices. A tear-out registration card at the back of this guide can also be used to add your name to the distribution list. Please return completed registration cards in the designated boxes stationed throughout the rooms.

Speaker Registration

If you would like to provide formal public comment for up to 3 minutes to a panel of study team members, you **must REGISTER** to speak. You can register at the Speaker Registration table in the lobby area. If you preregistered before the public hearing, you can check in at the Speaker Registration table to see where you are on the list.

Interpretation Services – Interpretación de español disponible

Please see study team members if you need Spanish interpretation assistance.

Por favor vea a los miembros del equipo del studio si necesita ayuda de interpretación en español.



Transit Pass Reimbursement/Convention Center Parking Validation

If you took transit to the public hearing and would like a transit pass as reimbursement, please see a study team member in the lobby area.

If you parked in one of the Convention Center garages and would like your parking receipt validated, please see a study team member in the lobby area.

Shuttle Bus Departure Times from Convention Center

Green Route	Orange Route	Blue Route
(91st and 59th Ave. stops)	(Komatke Boys and Girls Club and South Ridge Golf Club stops)	(Governance Center and 40th St. Park-and-Ride stops)
12:15 p.m.	12:00 p.m.	11:45 a.m.
4:15 p.m.	4:00 p.m.	3:45 p.m.
7:30 p.m.	7:30 p.m.	7:30 p.m.

General Ground Rules

Mutual respect, courtesy, and patience are the hearing’s guiding principles.

To make everyone feel comfortable and welcome, regardless of their position on the study, we ask that you follow the ground rules listed below:

- Displays, signs, or banners are not allowed in the Convention Center.

Video Room

- Please remain quiet while in the audience (turn off cell phones or set them to vibrate).
- Please leave the room for side discussions.

Open House Room

- Please refrain from interrupting conversations between study team members and hearing attendees.

Public Statement Room

- Please remain quiet while in the audience (turn off cell phones or set them to vibrate).
- Please do not interrupt a speaker.
- Please leave the room for side discussions.
- When at the microphone, please refrain from addressing the audience or asking for audience participation.

Public Hearing Guidelines

General guidelines for speaker registration and participation are listed below. The moderator has the authority to deviate from these procedures, if needed.

1. **Register** – All speakers are required to register by either calling the hotline in advance of the hearing or by signing up at the Speaker Registration table.
2. **Order of Speakers** – Speakers will be called forward based on the order in which they sign up. To accommodate as many speakers as possible, individuals who have spoken already at the hearing will be placed at the end of the list.
3. **Time limit for comments** – Each speaker will be allotted a maximum of 3 minutes to present his or her comments. A timer will alert speakers at the 2-minute mark, the 2:30 minute mark, and at 3 minutes.
4. **Verbally summarize written comments** – Speakers are encouraged to summarize written comments rather than read them in full.
5. **Submit written comments** – An individual or group representative who speaks may submit more detailed written comments for the hearing record or later provide written comment. All comments have equal weight.
6. **Cannot yield time** – To allow equal opportunity for all, and to accommodate the number of people who may wish to speak, yielding time to another person will not be allowed.
7. **Format** – Held for the purpose of receiving 3-minute verbal comments. It is not a question-and-answer session.
8. **No demonstrations** – Demonstrations will not be allowed in any of the rooms.
9. **General call** – When all who indicated a desire to speak have been called, there will be a general call for anyone who has not yet spoken. This will include (1) those who signed up and missed their earlier call to speak, and (2) any other person who has not previously spoken.
10. **Hearing Schedule** – The hearing is scheduled until 8:00 p.m. At 8:00 p.m., if there are still people who have not had the opportunity to speak, the moderator may continue the hearing to accommodate additional speakers.



Public Comment Options

The comment period is open until **July 24, 2013**, and you can submit comments:

- Online: **azdot.gov/SouthMountainFreeway**
- Email: **projects@azdot.gov**
- Phone: **602.712.7006**
- Mail: **ADOT Loop 202 South Mountain Freeway Study**
1655 W. Jackson Street, MD 126F
Phoenix, AZ 85007
- Speak with a court reporter
- Complete a comment form
- Formal 3-minute comment

ADOT encourages all interested parties to submit written comments on any aspect of the Draft EIS. ADOT will consider all comments in preparing the Final EIS, which will include responses to all comments, final conclusions on potential impacts, and ADOT’s final recommendation.

It is helpful to ADOT to receive comments on:

- A particular alternative, impact assessment, and/or draft mitigation.
- Any information you feel is incomplete or incorrect.
- How the proposed action would affect you.

When submitting comments, please be as specific as possible and substantiate your concerns and recommendations.



Online Public Hearing

All of the materials presented at the public hearing, including the study video, banners, and comment form will be available starting **May 21, 2013** at **azdot.gov/SouthMountainFreeway**. Comments will be accepted until **July 24, 2013**.



Community Forums

During the public comment period, community forums will be held at various locations in the Study Area. Technical staff will be at the forums to answer questions, and study materials—including the study video—will be available for viewing. Court reporters will be available to take individual verbal comments. Written comments can also be submitted, but no formal “hearing” will occur at these community forums.

Forums will be held in:

- Ahwatukee Foothills Village
- Avondale
- Chandler
- Estrella Village
- Gila River Indian Community (tentative)
- Laveen Village

Details regarding locations and dates will be posted at **azdot.gov/SouthMountainFreeway**, emailed to e-newsletter subscribers, and published in several newspapers and other local publications. For more information, please call 602.712.7006.

Frequently Asked Questions

Where can I obtain a copy of or view the Draft EIS?

The Draft EIS will be available through a variety of methods, including:

- For review at the public hearing and community forums
- By download from **azdot.gov/SouthMountainFreeway**
- For review at area libraries:
 - Phoenix Public Library – Ironwood Branch**
4333 East Chandler Boulevard, Phoenix, AZ 85048
 - Phoenix Public Library – Burton Barr Central Library**
1221 North Central Avenue, Phoenix, AZ 85048
 - Sam Garcia Western Avenue Library**
495 East Western Avenue, Avondale, AZ 85323
 - Tolleson Public Library**
9555 West Van Buren Street, Tolleson, AZ 85353
- For review by appointment, at the **ADOT Environmental Planning Group**, 1611 West Jackson Street, Phoenix, AZ 85007, (602) 712-7767
- For purchase of whole or partial printed copies of the Draft EIS at the **FedEx Office Print and Ship Center**, 4940 East Ray Road, Phoenix, AZ 85044

Will there be a public vote on the proposed freeway?

No public vote will be held as part of the Draft EIS review process. The public is encouraged to participate and submit comments on the Draft EIS during the 90-day comment period. The proposed Loop 202 South Mountain Freeway was first included in funding approved by Maricopa County voters in 1985. It was also part of the funding passed by Maricopa County voters in 2004 through Proposition 400 for implementation of the *Regional Transportation Plan*.

What happens after the Draft EIS comment period ends?

After **July 24, 2013** (the end of the Draft EIS comment period), the study team will review and address all comments received, regardless of how they are submitted, in the Final EIS document. A 60-day comment period will also be available after publication of the Final EIS.

When would the freeway be built?

If the outcome of the study is a build alternative, then the timing of construction would depend on the completion of final design, right-of-way acquisition, and utility relocation. A corridor implementation plan developed by ADOT will identify how the overall project will be constructed, including the length and sequence of construction segments. The current Regional Freeway and Highway Program identifies construction funding for the freeway to begin in fiscal year 2015.

Will an alignment on the Gila River Indian Community be considered?

At the request of the Gila River Indian Community in January 2010, the Arizona Department of Transportation and Maricopa Association of Governments worked together to identify a potential freeway alignment on Community land. The alignment followed a route consistent with the Community's 1998 Gila Borderlands Regional Planning Study. When no "fatal flaws" were identified, in late 2011 the Community Council passed a resolution to hold a Community-wide referendum on the freeway. The referendum asked members whether they supported an on-Community alignment, supported an off-Community alignment, or whether they supported a "no-build" option.

Voters in the Community election on February 7, 2012, preferred the "no-build" option for construction of the Loop 202 South Mountain Freeway. This means, moving forward, an alignment of the South Mountain Freeway cannot be located on Community land.

Since the vote in February 2012, landowners within the Community began pursuing their own referendum for an alignment within the Community. Questions regarding those efforts should be directed to the Community. ADOT and FHWA will continue to seek input from the public, agencies, and jurisdictions regarding the proposed action through the EIS process and, if an action alternative were to be selected in the record of decision, through the design phase and construction.

Who makes the final decision?

The final decision on the freeway alignment is a cooperative effort involving ADOT, FHWA and MAG. As a corridor that is part of a comprehensive regional plan developed by MAG, ADOT serves as the agency responsible for implementation of the plan, with FHWA providing the federal oversight required to access federal funds. FHWA is the lead federal agency responsible for implementing the requirements of National Environmental Policy Act (NEPA), the governing federal law, and is responsible for the ultimate decision regarding the proposed action.

How is public input used?

Public comments are a vital component in the decision-making process. Public comment has been solicited from project inception and through key milestones in the EIS process. The interests and needs of the public, along with all other social, economic, and environmental issues and impacts, must be fully analyzed and included in the Draft and Final EIS. Comments made during development of the Draft EIS have been used to adjust plans, explore new questions, or make changes—all within the scope of NEPA. Public comments received on the Draft EIS will be reviewed and addressed in the Final EIS document. Public comments received on the Final EIS will also be considered and addressed as appropriate.

More information about the entire public involvement process up to publication of the Draft EIS is available in Chapter 6, *Comments and Coordination*, of the Draft EIS.

Is it likely that construction of a new road or freeway would require the acquisition of existing homes or businesses?

It is likely that implementation of the proposed South Mountain Freeway would include the need to acquire a number of existing homes and/or businesses. One purpose of the EIS process is to determine the extent of new right-of-way that would be needed for each reasonable alternative. ADOT continues to work with all Valley municipalities to protect possible freeway alignments as part of a commitment to measured growth. With changes to the *Regional Transportation Plan*, ADOT already owns more than 80 percent of the needed right-of-way along Pecos Road, should the E1 Alternative become the Selected Alternative for the Eastern Section.

Individuals with questions regarding the property acquisition or relocation process are encouraged to speak with an ADOT Right-of-Way representative at the public hearing or community forums, or call the ADOT Right-of-Way Group at **602.712.7316**.

What factors were considered in designating a Preferred Alternative?

Upon confirming the purpose and need for the proposed action, a multidisciplinary process was undertaken to identify a range of reasonable alternatives to be studied in detail in the Draft EIS. The process involved identifying, comparatively screening, and eliminating alternatives based on:

- A comparison of modal choices
- Engineering, environmental, social and cost considerations
- The historical context of the proposed action
- Projected conditions with and without the alternatives being considered
- Input from the public

The identification of the W59 Alternative and E1 Alternative as the Preferred Alternatives was based on a balanced consideration of overall transportation needs; consistency with regional and long-range planning goals; environmental, economic, and societal impacts; operational differences; estimated costs; and regional support and public input.

Will anything other than a freeway be considered?

Nonfreeway alternatives were considered. Among other options, the study took into account improving existing freeways, improving or expanding other travel modes, reducing travel demand through various strategies (including local land use controls), and employing various roadway configurations. This study examined not only the potential impacts from improvements, but also the consequences of building nothing (the No-Action Alternative). As proposed by MAG, the South Mountain Freeway would be part of the Regional Freeway and Highway System—a multimodal approach to improve traffic in the Valley as part of the *Regional Transportation Plan*. Other transportation improvements like mass transit and local roads are specified in the *Regional Transportation Plan* and were considered during the evaluation of this proposed new freeway.

How does Maricopa County's ½-cent transportation sales tax (Proposition 400) affect the future of the proposed South Mountain Freeway?

Proposition 400 provides the primary source of funding for construction of the proposed South Mountain Freeway. Funding for implementation of the *Regional Transportation Plan* includes \$9 billion in regional freeway improvements in Maricopa County. Consistent with federal planning guidelines, funding for transportation projects is based on revenue sources that are considered to be reasonably available for the planning period. This assumes that, for planning purposes, funding sources with a long history of providing funding in the past will continue into the future.

Attendee Registration Card

Attendee Registration Card

ADOT maintains a distribution list composed of individuals who have expressed an interest in the proposed freeway. If you would like to be included on the distribution list and receive future mailings and e-newsletters, please complete this form and drop it in the "**Attendee List Registration**" box at today's meeting. Please note that if you are already receiving mailings, then you are on the distribution list and returning this card is unnecessary.

Please use one character per box.

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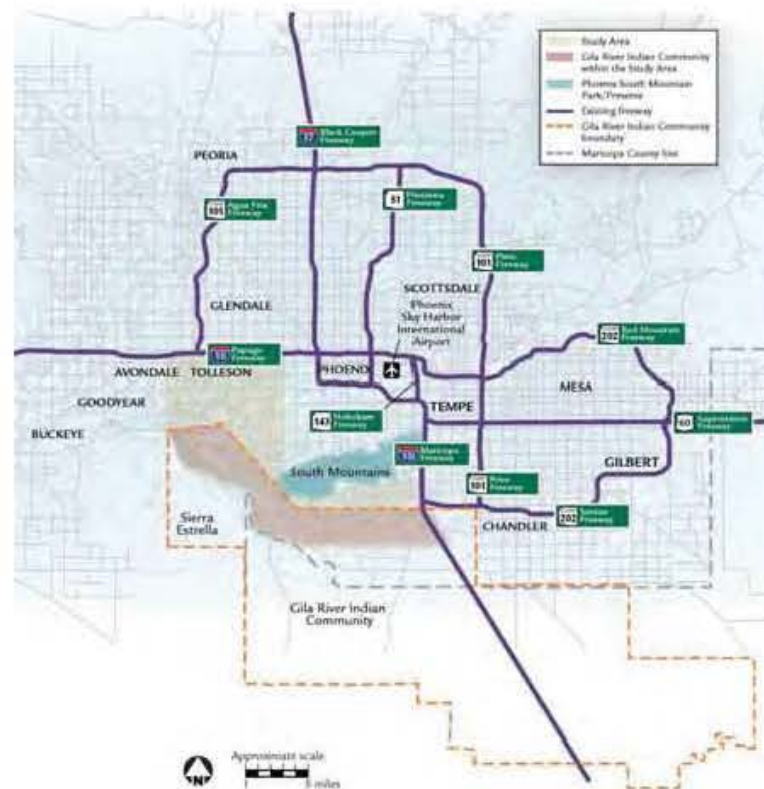
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Appendix K: Study Banners

Study Area and Project Location

The Study Area for the proposed freeway is in the southwestern portion of the Phoenix metropolitan area and is positioned where a gap exists in the regional transportation system's loop freeway network.



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CHAPTER 1

Study History

The South Mountain Freeway is an integral part of the region's planned freeway system—a combination of loop or beltways and freeway connections to, from, and around the urban core. Here's a brief overview of the freeway's history:



The general location for the South Mountain Freeway has remained unchanged since 1985.



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CHAPTER 1

Traffic 101

How is traffic analysis used in the Draft EIS?

Assessing current and future traffic volumes, traffic conditions, trip routes, congestion levels, and travel time provided the study team a basis to:

- define the transportation problem in the Study Area,
- evaluate all alternatives considered in terms of responsiveness to purpose and need criteria,
- compare the traffic operations of the alternatives.

What is level of service (LOS)?

LOS is a report card-style method for comparing highway quality of service. Six letters, "A" through "F," are used to grade traffic conditions. "A" is the best condition, representing free-flow travel and "F" is the worst, representing stop-and-go travel.



What traffic analysis tools were used?

The traffic projections used in the traffic analysis are from the MAG regional travel model, as certified by FWA and reviewed by the Environmental Protection Agency for air quality conformity. Traffic analysts employed accepted state-of-the-practice methods and tools to evaluate current and future conditions.

- Existing and future traffic volume projections
- Trip distribution
- Level of service (LOS) analysis
- Existing and projected travel time and congestion analysis
- Trip origins and destinations

How is traffic measured?

Regional travel is generally reported in **vehicle miles traveled** because this measurement combines the total number of vehicles and the length of the trip. This method provides a true measure of the total travel occurring in a large area.

The traffic on a road segment is generally reported as **average daily traffic**. Daily traffic gives an overall measurement for comparing different road segments in a region.

Peak traffic is generally reported as vehicles per hour. The LOS rating is based on traffic conditions during the peak hour or rush hour.

Purpose and Need Defined

How is purpose and need considered in the EIS process?

An early step in preparing an EIS is to determine whether there is a **purpose and need** for the proposed project.



If the lead agency concludes there is **NO NEED**, an EIS would not be prepared.

If the lead agency concludes there is **A NEED**, the EIS process would continue with an evaluation of a range of reasonable alternatives in the Study Area.

What is the purpose and need for the South Mountain Transportation Corridor?

There is a clear purpose and need

for a major transportation facility within the Study Area. The need is supported by:

- socioeconomic factors,
- regional transportation demand,
- existing and projected transportation system capacity deficiencies.

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CHAPTER 1

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CHAPTER 1

Need Based on Socioeconomic Factors

What is the projected growth in Maricopa County over the next 25 years?

1.2 million more people

2.8 million more people

84 million more vehicle miles traveled per day

1.9 million more jobs

Almost 50 percent of the projected population and employment growth in Maricopa County is expected to occur in areas that would be immediately served by the proposed freeway.

Economic downturn and growth

Because the need for the proposed freeway is predicated in part on projected growth, one might conclude the recession will reduce that need. An economic downturn associated with a given recession is, however, generally considered a short-term phenomenon with respect to the longer-term planning horizon established for the proposed action. Socioeconomic indicators have steadily and consistently increased in the region since the early 1990s. It is anticipated this growth will continue over the next 25 years.

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CHAPTER 1

Traffic and Congestion

How will travel change without the proposed South Mountain Freeway?

The region will suffer even greater congestion, travel delays and limited options for moving people and goods safely through the Phoenix metropolitan region compared to current conditions.

Met demand

WITHOUT a freeway in 2010	WITHOUT a freeway in 2035
81%	76%

CONCLUSION: Even with improvements planned in the RTP (excluding the proposed action), the region's transportation system would not be able to keep up with the increased travel demand.

Travel time to downtown

23 min	from Laveen	32 min
18 min	from Ahwatukee	32 min

CONCLUSION: When considered in the context of hundreds of thousands of trips per day, over the course of more than 25 years, total time lost because of increased congestion — plus related personal and financial costs — would be substantial.

Miles of I-10 with 3+ hours of congestion

12 mi	morning	20 mi
18 mi	evening	33 mi

CONCLUSION: Conditions on the region's freeways would substantially worsen by 2035, with much of the system congested in the morning and evening for more than two hours. During the evening in 2035, the congestion would occur in both directions of travel, not just departing downtown Phoenix.

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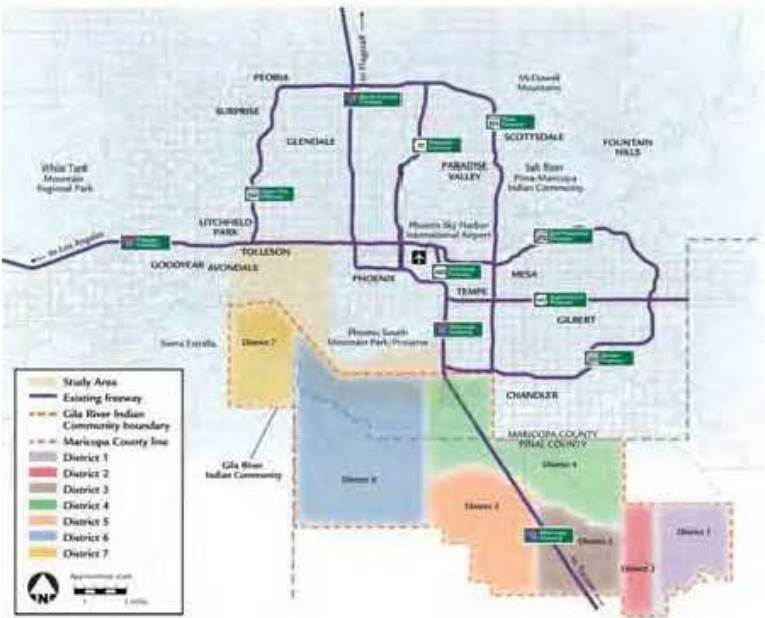
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CHAPTER 1

Gila River Indian Community Overview

The Gila River Indian Community (Community) is a sovereign nation with the following characteristics:

- Includes approximately 372,000 acres, the seventh largest Native American reservation in Arizona.
- Portions of Districts 4, 6, and 7 are located within the Study Area.
- The approximately 21,000 enrolled members are composed of Pima and Maricopa tribes.
- Approximately 14,000 people live on Community land.
- Community leaders are members of the MAG Regional Council.



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CHAPTER 2

Community Coordination

Based on the status of the coordination as described in the following timeline, in addition to decisions made by the Community, ADOT and FHWA have determined that an alternative alignment on Community land is not feasible. However, because of the Community's proximity to the proposed freeway, coordination will continue for other project activities.

		Number of Community Meetings Attended
1996	Community Government entered into a Memorandum of Understanding (MOU) with ADOT, which recognized the Community's role in the transportation planning process and established a framework for future coordination efforts.	
2000	Community Government entered into a Memorandum of Understanding (MOU) with ADOT, which recognized the Community's role in the transportation planning process and established a framework for future coordination efforts.	16
2001	Community Government entered into a Memorandum of Understanding (MOU) with ADOT, which recognized the Community's role in the transportation planning process and established a framework for future coordination efforts.	
2002	Community Government entered into a Memorandum of Understanding (MOU) with ADOT, which recognized the Community's role in the transportation planning process and established a framework for future coordination efforts.	58
2004	Community Government entered into a Memorandum of Understanding (MOU) with ADOT, which recognized the Community's role in the transportation planning process and established a framework for future coordination efforts.	
2005	Community Government entered into a Memorandum of Understanding (MOU) with ADOT, which recognized the Community's role in the transportation planning process and established a framework for future coordination efforts.	13
2006	Community Government entered into a Memorandum of Understanding (MOU) with ADOT, which recognized the Community's role in the transportation planning process and established a framework for future coordination efforts.	
2007	Community Government entered into a Memorandum of Understanding (MOU) with ADOT, which recognized the Community's role in the transportation planning process and established a framework for future coordination efforts.	15
2010	Community Government entered into a Memorandum of Understanding (MOU) with ADOT, which recognized the Community's role in the transportation planning process and established a framework for future coordination efforts.	
2011	Community Government entered into a Memorandum of Understanding (MOU) with ADOT, which recognized the Community's role in the transportation planning process and established a framework for future coordination efforts.	44
2012	Community Government entered into a Memorandum of Understanding (MOU) with ADOT, which recognized the Community's role in the transportation planning process and established a framework for future coordination efforts.	
2013	Community Government entered into a Memorandum of Understanding (MOU) with ADOT, which recognized the Community's role in the transportation planning process and established a framework for future coordination efforts.	25
	Community Government entered into a Memorandum of Understanding (MOU) with ADOT, which recognized the Community's role in the transportation planning process and established a framework for future coordination efforts.	
	Community Government entered into a Memorandum of Understanding (MOU) with ADOT, which recognized the Community's role in the transportation planning process and established a framework for future coordination efforts.	7
	Community Government entered into a Memorandum of Understanding (MOU) with ADOT, which recognized the Community's role in the transportation planning process and established a framework for future coordination efforts.	
TOTAL MEETINGS		178

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CHAPTER 2

Alternatives Development and Screening Process

Mid-1980s

Alternatives for a major transportation facility in the Study Area were proposed.

Draft EIS

Previous proposals and alignments were incorporated into the current Draft EIS process.

A range of reasonable alternatives were developed and screened using a multidisciplinary set of criteria.

What does "a range of reasonable alternatives" mean?

Federal regulations stipulate that an EIS shall rigorously explore and objectively evaluate all reasonable alternatives. Reasonable alternatives are practical or feasible from a technical, economic, and community standpoint.

SCREENING CRITERIA

- Ability to satisfy purpose and need
- Ability to minimize impacts on the human and natural environments
- Ability to improve operational characteristics of the region's transportation system
- Degree of public and political acceptability
- Overall conceptual cost estimates

ALL IDENTIFIED POTENTIAL SOLUTIONS

MODAL OPTIONS

CORRIDOR OPTIONS

ALIGNMENT OPTIONS

DESIGN OPTIONS & REFINEMENTS

ALTERNATIVES TO BE STUDIED IN DETAIL

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CHAPTER 3

Modal Screening

Alternatives to the Freeway Mode

"Modes" refer to types of transportation, such as light rail, buses, and freeways.

Alternative	Element	Reasons for elimination
Transportation System Management	Examples: Overhead message boards and auxiliary lanes	
Transportation Demand Management	Examples: Telecommuting and reverse commuting	
Transit	Light rail	WOULD NOT meet projected travel needs of the region. Note that elimination of these alternatives does not preclude using them in combination with the freeway mode, nor does it preclude them from being implemented in the future.
	Commuter rail	
	Bus routes	
	Van pools	
Street network expansion	<ul style="list-style-type: none">• Add more lanes• Improve intersections• New streets	
Land use	<ul style="list-style-type: none">• Increase residential densities• Redistribute employment centers	NO additional modifications are feasible to land uses beyond those already identified in the RTP.

CONCLUSION: The **FREEWAY MODE** was determined to meet the purpose and need for the project while minimizing impacts. Where appropriate, the freeway would incorporate aspects of nonfreeway alternatives to optimize travel, such as carpool lanes and electronic message signs.

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CHAPTER 3

Freeway Alignment Screening

Development of Alternatives

Evaluation of Alternatives

Steps

1

Identified 8 broad corridors

2

Identified numerous alignment alternatives from previous studies and public/agency input

3

Compared alternatives

4

Eliminated Western Section Alternatives

5

Eliminated Eastern Section Alternatives

6

Action Alternatives to be Studied in Detail

Results

Eliminated Corridor A
Reason for elimination

- It would not serve as many travelers as other corridors

Created specific alignment alternatives that:

- best met the need for the project,
- met design standards,
- avoided environmental conflicts to the extent possible.

Eliminated Alignments on GRIC (51st Avenue/ Bellini Road/Agua Road alignment) because the Community had not granted permission to study alternatives on its land at that time.

Eliminated SR 85/Interstate 8 Alternative because it would not complete the loop system and would cause substantial out-of-direction travel.

Eliminated alternatives that generated greater operational, environmental, and/or economic impacts.

Eliminated Alternatives

- 105
- 106
- 707
- 109

Reasons for elimination:

- Operational failures on I-10 (Papago Freeway)
- Substantial construction and right-of-way costs
- Substantial impacts to existing and planned residential and commercial development

Eliminated Ray Road and Chandler Boulevard Alternatives

- Required hundreds of residential displacements
- Split Ahwatukee Foothills Village
- Adversely impacted local traffic circulation

Eliminated US 40 extension because it did not address travel demand and capacity needs.

Eliminated I-10 spur

- Caused poor traffic operations on I-10, US 60, and Loop 101 (Price Freeway)
- Required thousands of residential displacements

Eliminated Central Avenue Extension Tunnel

- Created minimal traffic operational improvements
- Cost prohibitive, undesirable for safety and emergency response

Western Section Action Alternatives

- W55 (later revised to W59)
- W71
- W101 Western, W101 Central, and W101 Eastern

Eastern Section Action Alternative

- E1 Alternative, also known as the Pecos Road Alignment

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CHAPTER 3

Design Options and Refinements

Options for Reducing Impacts to the South Mountains

Options for Reducing Impacts on Ahwatukee Foothills Village

Bridge and tunnel options were eliminated because of:

- safety and accident-management concerns,
- homeland-security concerns,
- construction and maintenance issues,
- future expansion limitations,
- substantially higher estimated costs,
- inability to eliminate impacts to the South Mountains.

Eliminated Option: Bridge over the South Mountains

Eliminated Option: Tunnel under the South Mountains

Constructible Cross Section for Tunnel (total width is approximately 340 feet)

Options to depress the Pecos Road alignment below the current ground level were eliminated because of:

- operational and maintenance issues,
- greater right-of-way requirements,
- increased costs,
- increased residential displacements.

Example of a depressed freeway

Constructing the proposed freeway within the utility easement south of Pecos Road to provide additional separation of the freeway from the neighborhoods was eliminated because:

- additional right-of-way for the utility easement would still be required,
- the existing lines could not be relocated underground because of the ancillary equipment required (e.g., cooling facilities) and associated costs,
- relocating the overhead power lines immediately adjacent to residences would cost approximately \$15 million.

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CHAPTER 3

Design Adjustments

Arizona Parkway* Concept

Was considered, but **eliminated** from further consideration because it:

- would not help improve congestion,
- would not remove a sufficient amount of traffic from the arterial street network,
- would not meet the proposed project's stated purpose and need.

Capacity of an Arizona Parkway

Project Demand for Corridor

105,000

150,000

Vehicles per day

This analysis reinforced that a **freeway** was the appropriate mode.

* For more information see: www.bqaz.org/azparkway

Reducing the Freeway and Freeway Right-of-Way

Original 10-lane concept

6 lanes, 4 future lanes in median

Use **SIDESLOPES** in all areas

317 total residential displacements along the E1 Alternative**

LONG TERM provides more capacity and better level of service

Revised 8-lane concept

8 lanes all constructed at once*

Use **RETAINING WALLS** as cost-effective measure to reduce right-of-way impacts

138 total residential displacements along the E1 Alternative**

INITIALLY provides more capacity and better level of service

CONCLUSION: The **10-LANE FREEWAY** was eliminated from further consideration. The **8-LANE FREEWAY** was carried forward. It would address the purpose and need for the project and require less right-of-way acquisition.

** Notes: The 8-lane concept would not preclude further widening. Both the 10-lane and the 8-lane concepts would impact the community church at 24th Street and Pecos Road. The residential displacements along the W59 Alternative would be relatively the same for both concepts.

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CHAPTER 3

Design Adjustments

Alignment Adjustments to W59 Alternative

W55 Alternative Shifts to 59th Avenue at I-10 (Papago Freeway)

The W59 Alternative offers the following characteristics compared to the W55 Alternative:

Advantages	Disadvantages
• Would take advantage of right-of-way owned by the City of Phoenix.	• Would require the relocation of utilities along 59th Avenue.
• Would reduce business displacement.	• Would cause increased disruption of traffic during construction along 59th Avenue.
• Would allow I-10 traffic to perform better.	• Would eliminate direct access from 59th Avenue to and from I-10 (indirect access would be provided by access roads connecting to 51st and 67th avenues).
• Would be preferable from a security perspective (farther from the petroleum storage facilities at 51st Avenue and Van Buren Street).	• Would require the relocation of more single-family residences and two apartment complexes.
• Would eliminate the need to reconstruct the 51st Avenue Bridge at I-10.	

CONCLUSION: Because of these factors, the **W59 ALTERNATIVE** was carried forward and the **W55 ALTERNATIVE** was eliminated from further consideration.

W59 Alternative Shifts to 62nd Avenue in Laveen

- In response to the City of Phoenix request, the study team reexamined the alignment of the W59 Alternative near Dobbins Road in Laveen Village.
- An alignment along 62nd Avenue would avoid historic properties in the area and would minimize conflicts with City-approved zoning activities in Laveen Village.

CONCLUSION: After extensive discussions with the City of Phoenix and MAG, FHWA and ADOT **SUPPORTED** the shift of the W59 Alternative to 62nd Avenue near Dobbins Road.

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CHAPTER 3

Screening Process Results

As a result of the screening process, five alternatives in the Western Section and one alternative in the Eastern Section were carried forward for detailed study in the Draft EIS.



Typical 8-Lane Freeway Configuration
The action alternatives would have three 12-foot-wide general-purpose lanes and one HOV lane in each direction, separated by a median barrier.



What other elements would be associated with all of the action alternatives?

- Auxiliary lanes between entrance and exit ramps would be used where warranted.
- Rubberized asphalt would be applied according to ADOT policy.
- Signs, lighting, traffic signals and pavement markings would be designed to meet current guidelines and standards.
- Drainage structures (bains, pipes, culverts, bridges) would be designed to meet standards and guidelines.
- Noise walls would be located adjacent to properties such as homes, schools, and churches as warranted.

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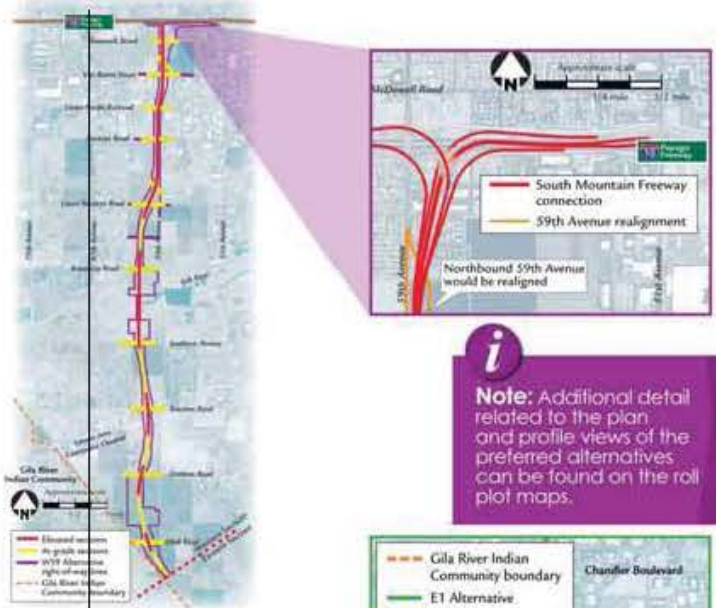
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CHAPTER 3

Preferred Alternative

W59 Alternative



Note: Additional detail related to the plan and profile views of the preferred alternatives can be found on the roll plot maps.

E1 Alternative



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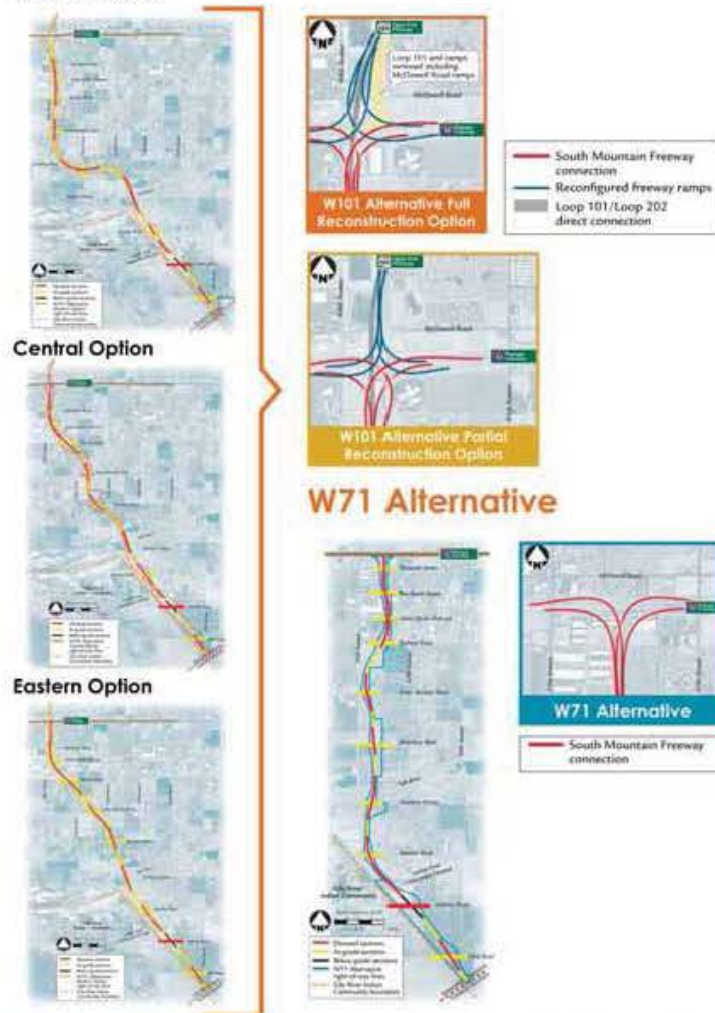
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CHAPTER 3

Other Alternatives Studied in Detail

W101 Alternatives

Western Option



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CHAPTER 3

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Traffic Analysis of the Action Alternatives

Assessing future traffic conditions provided the study team a basis to **compare the action alternatives studied in detail.**

How would traffic on the proposed freeway vary by alternative?



Future daily traffic volumes on the **action alternatives** would be similar to those of other freeways in the region.

What would the LOS be on the proposed freeway by alternative?



The action alternatives would **perform well during the morning commute**. Traffic on short segments of the action alternatives would operate at LOS E or F during the evening commute in the Western and Eastern Sections.

What would the LOS be on I-10 (Papago) by alternative?



The W59, W71, and W101 Alternatives would meet the purpose and need criteria and would provide similar advantages when compared to the No-Build Alternative.

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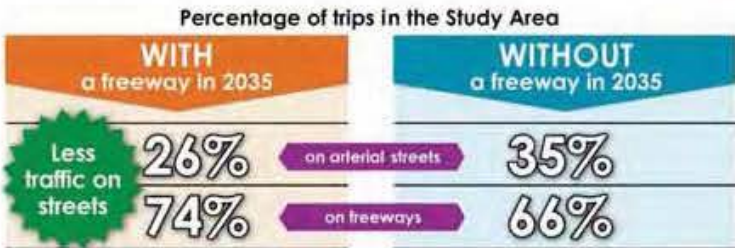
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1000 17th Street, N.W., Washington, D.C. 20036
202-336-6000

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CHAPTER 3

No-Build vs. Build

The **No-Build Alternative** is included for detailed study in accordance with NEPA requirements. Evaluation of the No-Build Alternative concluded that it **WOULD NOT** satisfy the purpose and need.



CONCLUSION: With the proposed freeway, traffic **WOULD BE** distributed appropriately based on travel needs. Without the freeway, major travel delays **WOULD BE** experienced on the local arterial street system.



CONCLUSION: With the proposed freeway, annual travel time costs savings would be approximately \$200 million when compared to conditions without the freeway.



CONCLUSION: The proposed freeway **WOULD** provide relief by eliminating congested freeway segments and reducing the duration of congested conditions.

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CHAPTER 3

Identification of the Preferred Alternative

Based on the alternatives screening process, environmental impacts assessment, and stakeholder input, **ADOT, with concurrence from FHWA, identified the W59 Alternative as its Preferred Alternative in the Western Section and the E1 Alternative in the Eastern Section.**

In reaching its determination, ADOT sought to balance its responsibilities to address regional mobility needs, while being fiscally and environmentally responsible and sensitive to local communities.



Elements	W101	W71	W59	E1
Total costs*	\$1.72-\$1.87 billion	\$1.54 billion	\$1.23 billion	\$762 million
Total number of residential displacements	940-1324 displacements	847 displacements	774 displacements	138 displacements
Reduction in total tax revenues	Inconsequential reduction in Phoenix and Avondale revenue. Adverse impact (14 to 17 percent reduction) on Tolleson revenue.	Inconsequential reduction in Phoenix revenue. No reduction in Tolleson and Avondale revenue.	Inconsequential reduction in Phoenix revenue. No reduction in Tolleson and Avondale revenue.	Inconsequential reduction in Phoenix revenue. No reduction in Tolleson and Avondale revenue.
Traffic operations	Provides direct connection to Loop 101 and better access to area west and north of study.	Provides traffic benefits when compared to the No-Action Alternative. Does not provide level of benefits as W59 or W101 Alternatives.	Provides best access to downtown. Provides best access to Loop 202. Minimizes performance of future SR 30 and Avenida Rio Salado projects.	Provides a direct connection to Loop 202. Reduces pass-through traffic on SR 30 in the Community. Reduces traffic on Chandler Boulevard in Ahwatukee.
Regional support from Cities and Towns	Not consistent with local plans.	Not consistent with local plans.	7 resolutions passed supporting an alignment near SR 30 and opposing Loop 101.	Consistent with local plans.

* including right-of-way, construction, and design

PREFERRED ALTERNATIVE

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CHAPTER 3

Introduction to Chapter 4 Banners

The banners in this section present information from Chapter 4, *Affected Environment, Environmental Consequences, and Mitigation* of the Draft EIS. These banners address potential impacts on the existing social, economic, and environmental setting from the action alternatives and the No-Build Alternative.

Chapter 4 of the Draft EIS includes a substantial discussion of those elements of the environment most affected by the proposed freeway.

The Chapter 4 banners also contain information regarding applicable measures to avoid or reduce environmental impacts.

Viewers are urged to review the contents of Chapter 4 to obtain more information about the environmental elements presented in the banners.

What is mitigation?

An action taken to reduce or eliminate an adverse impact from construction, operation, or maintenance of the proposed freeway.

Water Resources
Social Conditions
Title VI and EJ
Displacements
Visual Resources
Farmlands
Biological Resources
Cultural Resources
Noise
Land Use
Environmental Impacts
Topography
Economic Impacts
Waters of the US
Floodplains
Air Quality
Hazardous Materials

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CHAPTER 4

Land Use

Land use issues examined in the Draft EIS considered effects are:

- existing land use.
- zoning.
- development plans.
- future land use plans.
- land ownership in the Study Area.

Representative Impacts

Action Alternatives

Impacts from the action alternatives would include, but would not be limited to:

- conversion of existing and planned land uses to a transportation use.

Land use*	Acreage of land use conversion			
	Western Section		Eastern Section	
	W101**	W71	W59	E1
Agricultural	554-699	535	548	163
Residential	291-387	277	67	104
Commercial/Industrial	111-158	182	165	11
Open space/Undeveloped	129-221	65	158	554
Public/Quasi-public	0-1	1	1	12
TOTAL	1,284-1,311	1,061	935	883

* Total acreage in the study area is 55,400.

** Ranges of values. For tables throughout the Draft EIS, the W101 Alternative includes ranges because of design options.

No-Build Alternative

- No major project-related influences on land use would occur in the Study Area.
- Existing and planned land development patterns would continue without the proposed freeway, leading to conversion of existing land uses to more urban uses such as commercial, residential, and transportation.
- Increasing congestion on the local street network would be expected, especially in the most rapidly developing areas within the Study Area.

Representative Mitigation

Mitigation would include, but would not be limited to:

- For the W59 and E1 Alternatives, ADOT and FHWA would coordinate with the Bureau of Land Management and Arizona State Land Department, which manage affected public land, and the various leaseholders to accommodate the proposed freeway.
- See banners for Social Conditions, Displacements and Relocations, Economic Impacts, Noise, Air Quality, and Visual Resources for additional land use-related impacts.

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CHAPTER 4

Social Conditions

Social issues considered in the study included:

- population, employment, and housing.
- community character and cohesion.
- public facilities related to societal activities.

Distinct Communities in the Study Area



Representative Impacts

Action Alternatives

Impacts from the action alternatives would include, but would not be limited to:

Characteristic	W101	W71	W59	E1
Would be consistent with local and regional planning objectives	Yes	Yes	Yes	Yes
Would be consistent with location depicted in local and regional plans	Yes	Yes	Yes	Yes
Would introduce visual and noise intrusions into existing neighborhoods	No	No	No	No
Would bisect properties	No	No	No	No
Would disrupt community character and cohesion	No	No	No	No
Would improve emergency vehicle response times	Yes	Yes	Yes	Yes
Would improve circulation on arterial streets by distributing traffic onto the region's transportation network, adding alternative routes, and local operational improvements	Yes	Yes	Yes	Yes

No-Build Alternative

- No major project-related influences on social conditions (community character and the cohesiveness of neighborhoods) would occur in the Study Area.
- Existing and planned land development patterns, including new commercial and residential areas and transportation projects, would continue without the proposed freeway, leading to impacts on social conditions.
- Increasing congestion on the local street network would be expected, especially in the most rapidly developing areas within the Study Area.

Representative Mitigation

Mitigation would include, but would not be limited to:

- ✓ Providing alternative access for emergency services.
- ✓ Using noise barriers, aesthetic treatments of structures, and landscaping to reduce neighborhood intrusions.
- ✓ Coordinating with affected jurisdictions to resolve impacts on local street circulation.
- ✓ Designating utility corridors to minimize impacts at planned relocations.

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CHAPTER 4

Environmental Justice

Environmental justice principles address undue hardship and disproportionately high and adverse effects on low-income and minority populations.

Representative Impacts

Action Alternatives

Impacts from the action alternatives would include, but would not be limited to:

- The effects by the proposed freeway on protected populations WOULD NOT constitute undue hardship or disproportionately high and adverse effects.
- Populations with qualifying characteristics based on environmental justice would be afforded full and fair participation in the transportation decision-making process, equal access to the study process, receive the benefits afforded by the proposed freeway, and would not be subject to disproportionately high adverse effects from the action.
- All populations, including protected populations, WOULD benefit from the proposed freeway through improved regional mobility and reduced local street traffic.

No-Build Alternative

- No major project-related influences on environmental justice populations would occur in the Study Area. No displacements or relocations resulting from the proposed freeway would occur as no homes would be subject to project-related acquisitions.
- Existing and planned land development patterns, including new commercial and residential areas and transportation projects, would continue without the proposed freeway, leading to impacts on protected populations.
- Increasing congestion on the local street network would be expected possibly impeding access to employment and housing, although all populations would be equally affected.

Representative Mitigation

✓ None required.

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CHAPTER 4

Title VI

Title VI of the Civil Rights Act of 1964 prohibits discrimination on the basis of race, color, national origin, sex, age, or disability.



Representative Impacts

Action Alternatives

Impacts from the action alternatives would include, but would not be limited to:

- The effects by the proposed freeway on protected populations WOULD NOT constitute undue hardship or disproportionately high and adverse effects.
- All populations, including protected populations, WOULD benefit from the proposed freeway through improved regional mobility and reduced local street traffic.
- All populations, including protected populations, have been involved in the study process since it began in 2001.
- Other potential societal impacts are described in more detail on the Land Use, Social Conditions, Displacements and Relocations, and Economic Impacts banners.

No-Build Alternative

- No major project-related influences on minority populations would occur in the Study Area. No displacements or relocations resulting from the proposed freeway would occur as no homes would be subject to project-related acquisitions.
- Existing and planned land development patterns, including new commercial and residential areas and transportation projects, would continue without the proposed freeway, leading to impacts on protected populations.
- Increasing congestion on the local street network would be expected possibly impeding access to employment and housing, although all populations would be equally affected.

Representative Mitigation

- ✓ None required.

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CHAPTER 4

Displacements and Relocations

Construction of the new freeway would displace homes, businesses, and public facilities.

Unsure if a property is in the proposed right-of-way?

Visit the roll-plot maps for more information regarding your specific property.

Relocation procedures are summarized in the Property Acquisition and Relocation banner. Further information can be obtained by speaking with an ADOT Right-of-Way representative.

Representative Impacts

Action Alternatives

Impacts from the action alternatives would include, but would not be limited to:

- displacement of residences, community facilities, and businesses.

The table below identifies the potential impacts from the action alternatives.

Property type	Displacements			
	Western Section			Eastern Section
	W101	W71	W59	E1
Homes	926-1,304	825	53	138
Apartment units	0	0	480	0
Businesses	14-30	22	41	0
Community facilities	3	0	0	1

No-Build Alternative

- The No-Build Alternative would not displace any homes, apartments, businesses, or public facilities.
- Existing and planned land development patterns, including new commercial and residential areas and transportation projects, would continue without the proposed freeway.
- Increasing congestion on the local street network may affect access to employment and housing.

Representative Mitigation

Mitigation would include, but would not be limited to:

- ✓ Complying with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 and Title VI of the Civil Rights Act of 1964.
- ✓ Providing property owners just compensation.
- ✓ Offering rental assistance payments to eligible displaced.
- ✓ Offering relocation services and payments in accordance with eligibility.

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CHAPTER 4

Economic Impacts

Economic analysis considered tax revenue impacts that would result from the action alternatives.



Travel Time Savings

When compared to the No-Build Alternative, the action alternatives would result in **15 million hours of travel time savings annually**. This equates to over **\$200 million per year in user benefits**.

Representative Impacts

Action Alternatives

Impacts from the action alternatives would include, but would not be limited to:

- conversion of existing taxable land to a nontaxable use,
- annual loss of property and sales tax revenue from existing land uses.

	Western Section			Eastern Section
	W101	W71	W59	E1
Acres of taxable land converted to a nontaxable base	1,220–1,261	1,039	893	740
Phoenix tax revenue reduction*	\$4,430,900–\$5,081,800	\$4,325,900	\$5,104,300	\$4,302,100
Tolleson tax revenue reduction*	\$2,430,100–\$2,633,500	\$0	\$0	\$0
Avondale tax revenue reduction*	\$273,900	\$0	\$0	\$0

* Reduction of annual tax revenues attributable to land use conversion under existing conditions. The annual reductions in tax base for the cities of Phoenix and Avondale would have a negligible effect on the overall annual tax base available to the two cities. The reduction in tax base for Tolleson (from the W101 Alternative), however, represents a reduction between 14 and 17 percent annually.

No-Build Alternative

- No major project-related influences on economic conditions would occur in the Study Area.
- Existing and planned land development patterns, including new commercial and residential areas and transportation projects, would continue without the proposed freeway, leading to impacts on economic conditions.
- Public projects, including transportation improvements to local streets, would convert land to nontaxable uses.
- No travel time savings would be realized with the No-Build Alternative because increasing congestion on the local street network and on the existing freeway system would continue.

Representative Mitigation

Mitigation would include, but would not be limited to:

- ✓ During construction, ADOT would coordinate with local businesses to ensure reasonable access would be maintained during regular operating hours.
- ✓ Acquisition leading to the conversion of land to nontaxable land base would be done in accordance with federal and state laws addressing compensation and relocation.

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CHAPTER 4

Air Quality

Criteria Pollutants

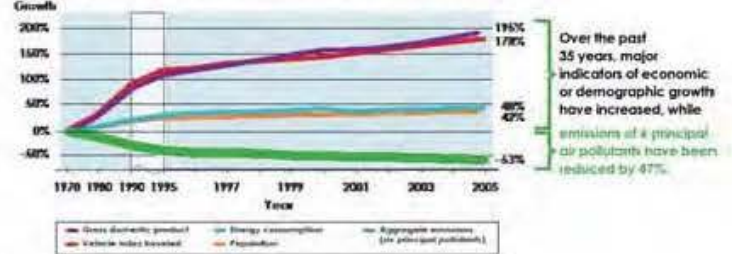
- The Environmental Protection Agency (EPA) regulates many air pollutants. Certain pollutants are known as "criteria" air pollutants because EPA uses health-related criteria for permissible exposure levels.
- The permissible levels are known as the National Ambient Air Quality Standards and were established for 6 criteria air pollutants.
- These air pollutants come from many different sources including stationary sources (such as factories), mobile sources (vehicles), and natural sources (fires and dust).
- These pollutants are monitored by MAG, the Maricopa County Air Quality Department, and the Arizona Department of Environmental Quality.
- Levels of criteria pollutants have been declining.



Criteria air pollutants:

- carbon monoxide
- nitrogen dioxide
- ozone
- particulate matter
- sulfur dioxide
- lead

Comparison of National Economic and Demographic Growth Indicators



Representative Impacts

Action Alternatives

- Carbon monoxide concentrations would increase near the proposed freeway; total concentrations would still be well within the federal standards.
- Regional traffic congestion would be reduced when compared to the No-Build Alternative, which would help reduce the excess emissions that are generated by stop-and-go traffic.
- There would be a short-term increase in particulate concentrations during construction.
- The action alternatives are consistent with long-term and short-term transportation planning efforts, and regional air quality targets.

No-Build Alternative

- Regional traffic congestion would increase when compared to the action alternatives, which would help reduce the excess emissions that are generated by stop-and-go traffic.
- The No-Build Alternative is not consistent with long-term and short-term transportation planning efforts.

Representative Mitigation

Mitigation would include, but would not be limited to:

- ✓ Complying with applicable permitting requirements to reduce air emissions during and after construction.
- ✓ Developing and implementing a traffic control plan to help reduce impacts of traffic congestion and associated emissions during construction.

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CHAPTER 4

Air Quality

Mobile Source Air Toxics

Mobile source air toxics (MSATs) are known for or suspected of having serious health or environmental impacts. However, unlike the criteria pollutants, no National Ambient Air Quality Standards have been established for MSATs.

Project-specific predictions of MSATs' health impacts associated with the action alternatives are not available. Forecasting health impacts is also complicated by lifetime (i.e., 70 year) assessments, uncertainties of the toxicity of the various MSATs, and the lack of consensus on an acceptable level of risk. Forecasting health impacts requires emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts—each of which has technical shortcomings.

MSATs suspected of having serious health or environmental impacts:

- acrolein
- benzene
- 1,3-butadiene
- diesel particulate matter
- formaldehyde
- naphthalene
- polycyclic organic matter

Representative Impacts

Action Alternatives

- MSATs emissions would increase near the proposed freeway; however, by reducing regional congestion, regional MSATs emissions would decrease.
- MSATs levels would decrease from existing levels over time because of national control strategies.

No-Build Alternative

- Regional traffic congestion would increase when compared to the action alternatives, which would result in increased regional MSATs emissions.
- MSATs levels would decrease from existing levels over time because of national control strategies.

Greenhouse Gas Emissions (climate change)

Climate change is an important national and global concern. There is general agreement that the earth's climate is changing at an accelerated rate and will continue to do so.

- No alternatives-level greenhouse gases (GHGs) analysis was performed for this project because the potential change in GHGs' emissions is very small in the context of the affected environment (global).
- FHWA is working to develop strategies to reduce transportation's contribution to GHGs—particularly carbon dioxide emissions—and to assess the risks to transportation systems and services from climate change.

Representative Mitigation

Mitigation would include, but would not be limited to:

- ✓ Existing and proposed air pollution regulations are expected to reduce MSAT emissions on the order of 20 to 83 percent by 2035 in the Study Area regardless of whether the proposed freeway is constructed.

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CHAPTER 4

Noise

The noise impact of the proposed freeway on nearby noise-sensitive land uses (for example, residences) was evaluated to determine if noise reduction options were needed according to ADOT's Noise Abatement Policy.

Potential Noise Barrier Locations

W101 W71 W57

E1

Exact noise barrier locations and dimensions would be determined during the design phase in accordance with ADOT's Noise Abatement Policy.

Representative Impacts

Action Alternatives

- Would introduce noise where it currently does not exist or at higher levels than now experienced.

No-Build Alternative

- No major project-related influences on noise would occur in the Study Area.
- Existing and planned land development patterns, including new commercial and residential areas and transportation projects, would continue without the proposed freeway, leading to impacts on noise levels.

Noise mitigation typically consists of placing a concrete or masonry wall, called a **NOISE BARRIER**, along a roadway. Noise barriers are usually the most feasible and cost-effective strategy for mitigating highway noise impacts.

Representative Mitigation

Mitigation and considerations would include, but would not be limited to:

- ✓ Locations and height of walls would be reevaluated as design progresses.
- ✓ Where feasible, noise barriers would be constructed as early as possible in the construction phase to shield adjacent properties from construction-related noise impacts.
- ✓ Adding rubberized asphalt over the freeway's concrete pavement surface.

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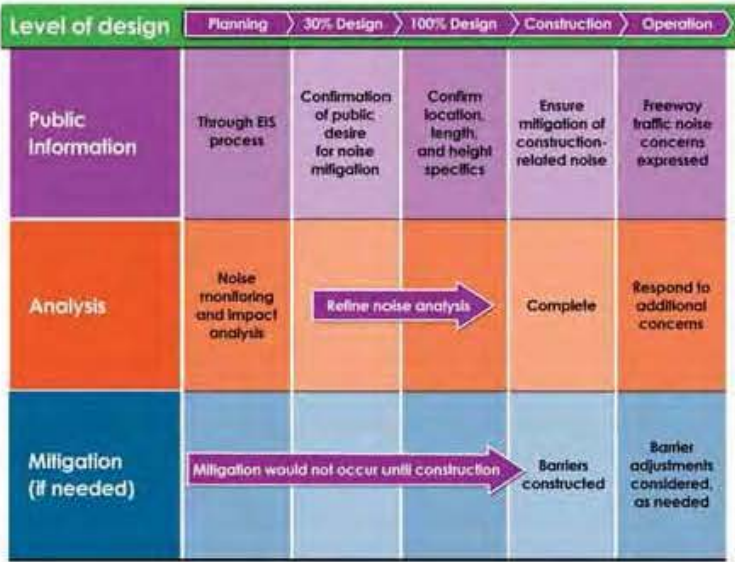
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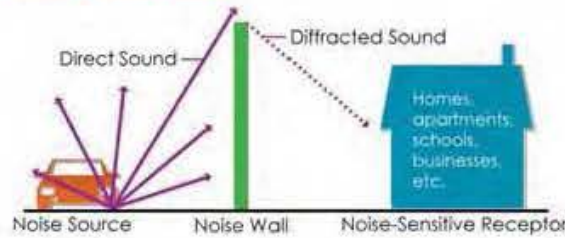
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Noise Barrier Location Process

The determination of the location, length, and height of noise barriers requires multiple stages of modeling analysis and offers the public a number of opportunities to gather information and provide comments.



How noise walls work



Water Resources

Water resource issues examined in the Draft EIS considered effects on surface water quality, irrigation canals, and access to groundwater supply. Other water resources, like floodplains, are presented in other banners.

Representative Impacts

Action Alternative

Impacts from the action alternatives would include, but would not be limited to:

- The additional amount of freeway pavement would potentially increase the level of pollutants discharged into the Salt and Gila rivers; however, the amount of discharge would be offset by a transference of traffic from local streets to the proposed freeway and region's freeway system.
- The Salt and Gila rivers, washes, and irrigation canals would be subject to the potential for increased pollutant discharges from vehicular traffic.
- Wells used for multiple purposes (e.g., monitoring, testing, irrigation, domestic) would be affected by the action alternatives as shown in the table below and subject to possible removal or abandonment.

	Western Section			Eastern Section
	W101	W71	W59	E1
Potentially affected wells	27-45	28	93	25

No-Build Alternative

- No major project-related influences on water resources would occur in the Study Area.
- Existing and planned land development patterns, including new commercial and residential areas and transportation projects, would continue without the proposed freeway, leading to impacts on water resources.
- Increasing congestion on the local street network would be expected, especially in the most rapidly developing areas within the Study Area.

Representative Mitigation

Mitigation would include, but would not be limited to:

- ✓ Coordination with flood control districts and the Gila River Indian Community when designing drainage features would occur to ensure appropriate drainage design standards are followed.
- ✓ ADOT would obtain an Arizona Pollution Discharge Elimination System (AZPDES) permit from ADEQ. The permit would outline construction limitations of discharge to not exceed water quality standards.
- ✓ Storm Water Pollution Prevention Plans (SWPPP) would be required of contractors as part of the AZPDES. The SWPPP would include Best Management Practices to reduce impacts on water resources during construction.
- ✓ Design features, including sediment-trapping basins, erosion control measures, and settlement basins would be used to reduce pollutant loading on the resources.
- ✓ Wells that would need to be fully replaced would be done so based on the well replacement program outlined by State law.

Floodplains

Potential impacts to floodplain areas were identified, studied, and assessed to minimize the impacts of flooding and associated loss, and to preserve the beneficial value of the floodplains.

100-Year Floodplain

Federal Emergency Management Agency Floodplain

- Areas of 100-year flood, base flood elevations and flood hazard factors determined
- Areas of 100-year flood, base flood elevations and flood hazard factors not determined
- Areas of 100-year shallow flooding depths are between 1 and 2 feet
- 1-A floodway is that part of the floodplain that is covered by emergency storage of water during floods

Representative Impacts

Action Alternatives

Impacts from the action alternatives would include, but would not be limited to:

- all Western Section alternatives would result in limited floodplain encroachments and limited flood risk.

Floodplain	Floodplain Acreages Affected			
	Western Section			Eastern Section
	W101	W71	W59	E1
Salt River	19	117	53	0
Union Pacific Railroad	29-33	10	4	0
TOTAL	48-52	127	57	0

No-Build Alternative

- No project-related impacts on floodplains would occur.
- Existing and planned land development patterns, including new commercial and residential areas and transportation projects, would continue without the proposed freeway, leading to further encroachment into federally mapped floodplains.

Representative Mitigation

Mitigation would include, but would not be limited to:

- Designing drainage features to contain increases in water surface elevations within the existing and proposed right-of-way.
- Designing bridge structures to prevent a rise in floodwater elevation of more than one foot and coordinating the design with the Maricopa County Floodplain Manager.
- Using self-cleaning culverts sized based on the design discharge of a 100-year storm.

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CHAPTER 4

Waters of the United States

Such waters in the Study Area include ephemeral (temporary) washes, canal laterals (ditches), and the Salt and Gila rivers.

Waters of the US

What are "waters of the US"?

Interstate waters in the United States are those currently or have been used in the past or may be used in the future for navigation or interstate commerce. Examples include interstate rivers, rivers, streams, headwaters, canals, wetlands, sloughs, lakes, and natural ponds, whether the discharge or destruction could affect interstate commerce activities.

Clean Water Act (CWA)

SECTION 404		SECTION 401	
regulates the discharge of dredged or fill material into waters of the US.	administered by US Army Corps of Engineers.	certifies water quality associated with activities/construction of the proposed action into waters of the US.	administered by ADEQ Arizona Department of Environmental Quality

Representative Impacts

Action Alternatives

Impacts from the action alternatives would include, but would not be limited to:

Acreage of impact on waters of the US	Western Section			Eastern Section
	W101	W71	W59	E1
	17	19	26	4

No-Build Alternative

- No project-related impacts on waters of the US would occur.
- Existing and planned land development patterns, including new commercial and residential areas and transportation projects, would continue without the proposed freeway, leading to impacts on waters of the US.

Representative Mitigation

Mitigation would include, but would not be limited to:

- Preparing and submitting an application to the U.S. Army Corps of Engineers and ADEQ for a CWA Section 404 permit and for CWA Section 401 water quality certification for the entire project.
- Complying with all conditions set forth in the Section 401 water quality certification and all terms, general conditions, and special conditions of the Section 404 permit. The Section 404 permit stipulates that the selected alternative must be the least environmentally damaging practicable alternative. Permit review and issuance follows a sequence process that encourages avoidance of impacts, followed by minimizing impacts and, finally, requiring mitigation for unavoidable impacts to the aquatic environment.

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CHAPTER 4

Topography, Geology, and Soils

The study examined the potential adverse effects of the proposed freeway on groundwater resources, fissuring, seismicity, and mineral resources.



Representative Impacts

Action Alternatives

Impacts from the action alternatives would include, but would not be limited to:

Western Section			Eastern Section
W101	W71	W59	E1
<ul style="list-style-type: none">• Groundwater and soil conditions may influence design and construction, but such conditions are commonly encountered and accounted for in design and construction.• Little direct effect on groundwater levels. Any potential land subsidence due to groundwater-level decline is unlikely to have an adverse effect on the proposed freeway.• Sand and gravel operations—some inactive, some active—would be affected.			<ul style="list-style-type: none">• Bedrock of granite and gneiss would be encountered through ridgelines on the west side of the South Mountains, resulting in difficult excavation conditions.• Blasting may be required for removal.

No-Build Alternative

- No major project-related influences on topography, geology, and soils would occur in the Study Area.
- Existing and planned land development patterns, including new commercial and residential areas and transportation projects, would continue without the proposed freeway, leading to modifications to topography, geology, and soils and increased demands on groundwater supply.

Representative Mitigation

Mitigation would include, but would not be limited to:

- ✓ If blasting is necessary for excavation, in-depth pre- and post-construction surveys, including photos and video, for all structures located within one-half mile of any blasting and/or heavy ripping activities would occur. Surveys would be done to ADOT specifications and the contractor would be responsible for any damage from blasting and related activities.
- ✓ Acquisition and relocations of sand and gravel operations would be in accordance with federal and state laws addressing compensation and relocation.
- ✓ Excavated slopes would be protected against erosion and rock fall.

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CHAPTER 4

Biological Resources

Wildlife and plant species in Arizona are regulated and protected through state and federal laws and regulations.



Representative Impacts

Action Alternatives

Impacts from the action alternatives would include, but would not be limited to:

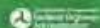
Western Section			Eastern Section
W101	W71	W59	E1
<ul style="list-style-type: none">• May affect foraging behavior of the Sonoran Desert population of bald eagles along the Salt River.• Would not affect threatened and endangered species or their critical habitat.			<ul style="list-style-type: none">• May affect the Sonoran desert tortoise through vehicular conflicts, displacement from construction, loss of food sources and cover habitat, and habitat degradation.
<ul style="list-style-type: none">• May restrict some wildlife movement because of the physical barrier that would be created by the proposed freeway between the South Mountains and Sierra Estrella.• Would disturb cover areas, nesting areas, and food resources for wildlife habitat provided by the natural plant communities.			

No-Build Alternative

- No major project-related influences on biological resources would occur in the Study Area.
- Existing and planned land development patterns, including new commercial and residential areas and transportation projects, would continue without the proposed freeway, leading to continued disturbance of cover areas, nesting areas, and food resources provided by natural plant communities.
- Urban development could also restrict wildlife movement because of physical barriers that would be created by urban features such as homes, buildings, walls, and roads.

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CHAPTER 4

Biological Resources

Examples of species in the Study Area



Tortoise



Bald Eagle



Yellow Billed Cuckoo



Yuma Clapper

Representative Mitigation

The Study Area would continue to urbanize due to planned development with or without the proposed freeway. Mitigation would include, but would not be limited to:

- ✓ Coordinating with U. S. Fish and Wildlife Service (USFWS) and Arizona Game and Fish Department to determine whether additional species-specific mitigation measures would be required.
- ✓ Designing drainage structures near the South Mountain Park and Preserve to accommodate multifunctional crossings.
- ✓ Reexamining the USFWS threatened and endangered species list for Maricopa County prior to construction activities.
- ✓ Completing bird surveys and developing species-specific mitigation measures for birds protected under the Migratory Bird Treaty Act.
- ✓ Scheduling and performing construction to avoid breeding seasons of migratory birds.
- ✓ Seeding all disturbed soils that would not be landscaped using species native to the area.
- ✓ Inspecting and cleaning all earthmoving and hauling equipment to prevent the introduction of invasive species seeds.
- ✓ Educating construction personnel of guidelines for handling Sonoran desert tortoises, if encountered.
- ✓ Completing a preconstruction survey for burrowing owls prior to construction in all suitable habitat that would be disturbed.

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CHAPTER 4

Cultural Resources

Cultural resource investigations were performed to establish the proposed freeway's compliance with the National Historic Preservation Act and other laws. Cultural resources generally include archaeological sites, historic buildings and structures, artifacts and objects, and places of traditional, religious, and cultural significance.



Representative Impacts

Action Alternatives

Impacts from the action alternatives would include, but would not be limited to:

National Register of Historic Places-eligible sites	Western Section			Eastern Section
	W101	W71	W59	E1
Archaeological sites	2-3	4	5	7
Roosevelt Canal	Crosses	No	Yes	Yes
	Affects eligibility	No	No	No
Historic Southern Pacific Railroad	Crosses	Yes	Yes	Yes
	Affects eligibility	No	No	No
Historic Phoenix South Mountain Park/Preserve	No	No	No	Yes
Traditional Cultural Property-South Mountains	No	No	No	Yes

All action alternatives would affect archaeological and historic resources.

No-Build Alternative

- No project-related impacts on cultural resources would occur.
- Existing and planned land development patterns, including new commercial and residential areas and transportation projects, would continue without the proposed freeway, leading to disturbance of cultural resource properties and sites.

Representative Mitigation

Mitigation would include, but would not be limited to:

- ✓ Developing and implementing a preconstruction testing plan for archaeological sites.
- ✓ Avoiding impacts through the use of bridges to span the historic canal and railroad.
- ✓ Outlining and establishing an agreement between lead agencies and other interested parties for the proper treatment and management of affected cultural resources and associated objects that may be encountered.
- ✓ Contracting with the Gila River Indian Community to perform a full evaluation of traditional cultural properties.
- ✓ Locating multifunctional crossings such that they would facilitate pedestrian access to cultural sites.

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CHAPTER 4

Prime and Unique Farmland

The purpose of the Farmland Protection Policy Act is to "minimize the extent to which federal programs contribute to the unnecessary and irreversible conversion of farmland to nonagricultural uses."



New residential developments replacing farmland in the Study Area.

What is "prime" and "unique" farmland?

Prime farmland is land that has the best combination of physical and chemical characteristics for producing food, feed, fiber, forage, and other agricultural crops. It does not include land already in or committed to urban development or water storage.

Unique farmland is land other than prime farmland that is used for production of specific high-value food and fiber crops. Examples of such crops include citrus, tree nuts, olives, fruits, and vegetables.

Representative Impacts

Action Alternatives

Impacts from the action alternatives would include, but would not be limited to:

Impact	Western Section			Eastern Section
	W101	W71	W59	E1
Acres of converted prime and unique farmlands*	827-863	583	588	154

*The acres of farmland conversion represent a small percentage of farmland in the Study Area. The Study Area would continue to become more urban because of planned development; therefore, the conversion of farmland by the proposed freeway would be inconsequential, although some remnants of farmland would likely remain indefinitely.

No-Build Alternative

- No project-related impacts on prime and unique farmland would occur.
- Existing and planned land development patterns, including new commercial and residential areas and transportation projects, would continue without the proposed freeway, leading to the conversion of farmland to urban and suburban uses.

Representative Mitigation

Mitigation would include, but would not be limited to:

- ✓ Coordinating with affected property owners to provide access, if possible, for farm equipment between divided agricultural parcels.
- ✓ Purchasing remaining farm parcels considered too small to be farmed either economically or functionally.

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CHAPTER 4

Hazardous Materials

A hazardous materials evaluation for the construction and operation of the proposed freeway was conducted to determine whether:

- contaminated soils would be present near potential hazardous materials sites.
- underground storage tanks would need removal or relocation because of freeway construction.
- wells and dry wells would be present.

Identifying potential sites minimizes the risk of delays during construction and exposure of contaminants to the general public.

Transport of hazardous materials

Types of hazardous materials frequently transported on the region's roads include gasoline and paint products. ADOT is responsible for developing, implementing, and maintaining the list of designated and restricted routes. In Arizona, only three routes are restricted for all hazardous materials. Currently, the proposed freeway would be available for hazardous materials transport.

Representative Impacts

Action Alternatives

Impacts from the action alternatives would include, but would not be limited to:

Impact	Western Section			Eastern Section
	W101	W71	W59	E1
Disturbance of high-priority hazardous materials sites*	1	4	5	0

* High-priority sites are those with high potential for releasing hazardous materials into the soil or groundwater. Examples of high-priority sites include current service stations, bulk fueling terminals, or known sites with a release that has not been remediated (cleaned).

No-Build Alternative

- No major project-related influences on hazardous materials sites would occur.
- Existing and planned land development patterns, including new commercial and residential areas and transportation projects, would continue without the proposed freeway, leading to potential impacts on hazardous materials sites.

Representative Mitigation

Mitigation would include, but would not be limited to:

- ✓ Performing a site-specific assessment prior to acquisition of the high-priority sites.
- ✓ Coordinating with responsible parties to determine the status of any required cleanup actions.
- ✓ Conducting asbestos and lead-paint inspections of structures to be demolished.
- ✓ Controlling construction activities near wells or dry wells to avoid contaminating groundwater resources.
- ✓ Developing emergency response plans with local fire authorities, local hospitals, and certified emergency responders for hazardous materials releases or chemical spills.
- ✓ Removing any existing aboveground storage tanks or underground storage tanks in accordance with Arizona laws and regulations.

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CHAPTER 4

Visual Resources

The Study Area was evaluated in terms of the existing visual conditions and landscape character. The analysis identified distinct features, areas of preservation and disturbance, key landmarks, and major viewpoints.

Representative Impacts

Action Alternatives
Impacts from the action alternatives would include, but would not be limited to:

Western Section			Eastern Section
W101	W71	W59	E1
<ul style="list-style-type: none">Construction activities, new traffic interchanges, and the proposed freeway would be visible from residences and rural areas.Views from the developed areas of the W101 and W59 Alternatives would not change.The W71 Alternative would have slightly greater impacts to views because of more planned residential development than the other freeway alternatives.			<p>The proposed freeway in and around the South Mountains would alter the views of the natural settings.</p>

No-Build Alternative

- No major project-related influences on visual resources would occur.
- Existing and planned land development patterns, including new commercial and residential areas and transportation projects, would continue without the proposed freeway, leading to the conversion of the Study Area to an urban appearance.

Representative Mitigation

Mitigation would include, but would not be limited to:

- ✓ Using plants to screen views both of the road and from the road.
- ✓ Clustering or grouping plant material in an informal pattern to break up the linear form of the freeway.
- ✓ Blending retention basins and their landscape treatments into their natural surroundings.
- ✓ Using earth colors for overpasses, retaining walls, screen walls, and noise barriers.
- ✓ Modifying the newly exposed rock faces of road cuts to mimic the adjacent natural rock features to the extent practicable and feasible.

Examples of visual treatments:



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CHAPTER 4

Energy



Primary energy use would be fossil fuel consumption by vehicles traveling within and around the Study Area. Operational energy use was calculated using MAG traffic projections, Maricopa County vehicle registration records, and U.S. Dept. of Energy fuel economy data.

Representative Impacts

Action Alternatives
Impacts would include, but would not be limited to:

Impact	Action Alternatives gallons per year		
	W101/E1	W71/E1	W59/E1
Regional energy consumption	4,181,000,000	4,182,000,000	4,182,000,000

No-Build Alternative

Impact	No-Build Alternative gallons per year
Regional energy consumption	4,223,000,000

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Among the action alternatives, operational energy use is essentially about the same and all action alternatives are projected to result in less fuel consumption than the No-Build Alternative.

**ACTION ALTERNATIVES =
40M GALLONS
LESS FUEL
PER YEAR**



Representative Mitigation

✓ No mitigation is proposed.

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